



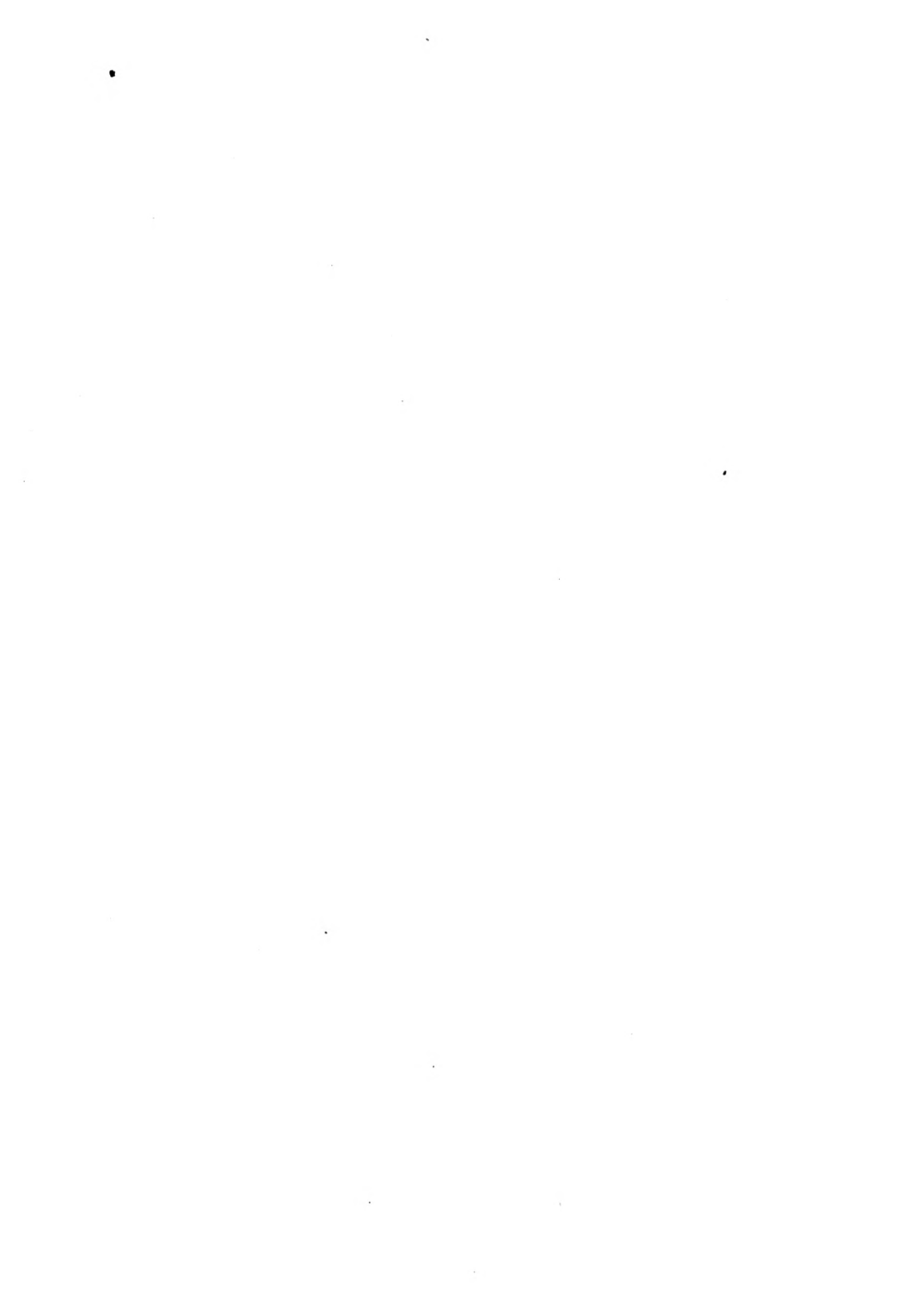
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Historical
Sketch

Fairhaven
Massachusetts

Old Home Week
1903

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TOWN HALL DEDICATED FEBRUARY 22, 1894

Fairhaven Old Home Week 3

A BRIEF HISTORY
OF THE
TOWN OF FAIRHAVEN
MASSACHUSETTS

PREPARED IN CONNECTION WITH
THE CELEBRATION OF

OLD HOME WEEK

JULY 26-31, 1903

...BY...

JAMES L. GILLINGHAM

CYRUS D. HUNT

LEWIS S. JUDD, JR.

GEORGE H. TRIPP

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S. A. Flagg,
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PREFACE

THIS book has been prepared by the Committee on Town History of the Fairhaven Old Home Week Association in obedience to instructions from the Executive Committee of the Association.

The recital of the story of its origin, progress, natural beauties, accessible locations, municipal improvements, and educational opportunities is made in the earnest hope that it will invite the capitalist, the artisan, the tradesman, the person of leisure, and the man of family to become a resident.

If this brief sketch of a notable past and a live and active present shall create a closer acquaintanceship between its sons and daughters, who have gone forth and made their homes elsewhere, and those who remain in the old town it will have served a worthy end.

The committee express their obligations to all who have assisted with information for the preparation of these pages, and especially to C. D. Waldron, Edward G. Spooner, Herbert D. Burke, Helen B. Copeland, Joseph G. Tirrell, and Henry W. Taber for the loan of negatives, photographs, and cuts for the illustration of this book.

FAIRHAVEN OLD HOME WEEK ASSOCIATION

Organized March 24, 1903

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OBJECT OF ASSOCIATION

By-Laws, Article II. "The object of this Association is to promote the welfare of the town by increasing the interest in the town among former residents "

MEMBERSHIP

By-Laws, Article III. "All people now living in town, or former residents thereof, are members of this Association without further action."



FORT PHOENIX, INTERIOR, IN 1903



IMPROVEMENT ASSOCIATION BATH HOUSES, NEAR FORT

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THE COVE, AND CROOKED CREEK

CHAPTER I

EARLY HISTORY

BY J. L. GILLINGHAM

DURING the reign of Queen Elizabeth in May, 1602, when Bartholomew Gosnold and his voyagers entered among the circle of islands which protected the bay from the tempestuous ocean they had crossed, and sailing upon the smooth waters he called "Gosnold's Hope" entered the mouth of the Acushnet (quiet water) river between the low headlands of Clark's Neck and Sconticut Neck, they beheld a scene of natural beauty, of bright waters, meadow and running brook, grove and forest which merited the name, given to it a century and a half later, of *Fairhaven*.

Sailing northward, along the eastern shore, were to be seen the slopes of the Neck extending into the bay, across the rocks of Angelico, where later grew the Indian corn cultivated by the white man, and the bluff at the point was crowned with a grove of cedar, surrounding the never failing spring of water in the basin on the rock, which spring still remains; near by was the steep bluff, whose surface in after years became a fabled spot of hiding of the treasure of Captain Kidd, while at its northern base the sparkling waters of Winsagansett creek joined the Acushnet; on the north shore of the cove the sandy beach was broken where Wesquamquesset (crooked) creek allowed the tide coursing into Herring river, to return into the bay; westward along the line of marsh, sandy beach, and around the rocky point

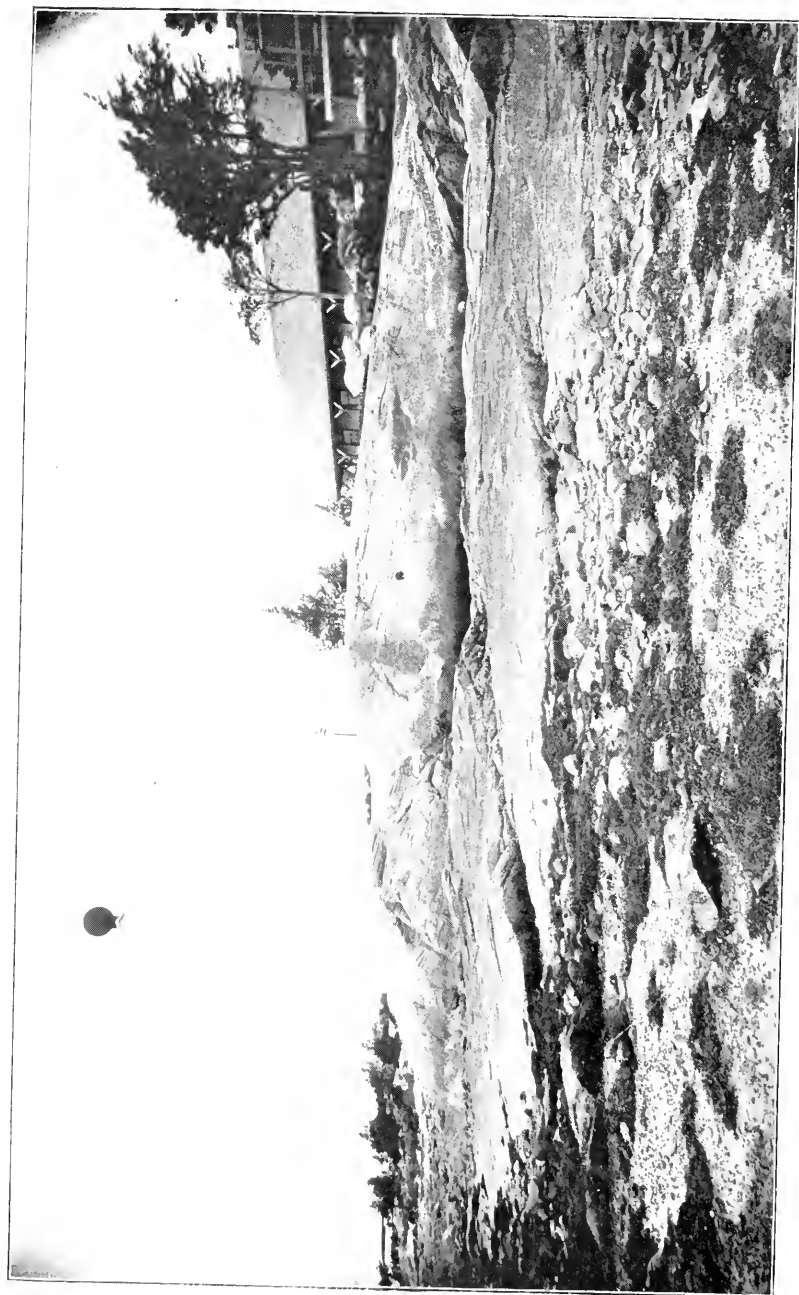
of Nolscot the inner harbor opened to view. Here the upland sloped gradually to the east with meadows and groves of oak, cedar and pine. Near half the way from Nolscot point to the marshes a little creek entered the river. From this creek, the land rose steadily until the rocky eminence, of the Meeting House Hill of later days, was reached. From the marshes on the river front the ascent of this hill was steep. Along the line of the shore at the foot of the hill the marshes extended northward, to and around the outlet of the stream, in colonial days called Herring river; and still northward to the Point were marshes beyond which lay a succession of uplands and lowlands. From the waters of the Isle of Marsh rose the rocky cliff, companion of the rock of Nolscot. Around the Isle of Marsh the river crept northward until lost in the forest. This land the Indians called Sconticut.

The reception of the visitors by the natives was friendly and hospitable, as one of the voyagers wrote of their visit that Gosnold was met by "men, women and children, who with all courteous kindness entertained him, giving him skins of wild beasts, tobacco, turtles, hemp, artificial strings coloured, and such like things as they had about them."

The report of this visit must have become widely known, and the Pilgrims at Plymouth knew well of the fertile meadows, the wooded shores, the quiet waters abounding in fish, and the land-locked harbor with deep channel.

At the December session of the general court in 1639 some of the "old comers" among the Pilgrims made known their selection of plantations for themselves. Among the selections made was one, designated as "the second place," which included the locality called by the Indians "Sconticut," and then occupied by them under their chief Wesamequen, known to the Pilgrims as Massasoit.

On November 29, 1652, Wesamequen, and his son Wamsutta, at New Plymouth executed a deed of "all the tract or tracts of



BEACON - NEAR THE FORT

land lying three miles eastward from a river called Cushenagg, to a certain harbor called Acoaksett, to a flat rock on the westward side of the said harbor" * * * * * "with all the rivers, creeks, meadows, necks and islands that lie in or before the same, and from the sea upward to go so high that the English may not be annoyed by the hunting of the Indians, in any sort of their cattle. And I, Wesamequen and Wamsutta do promise to remove all the Indians within a year from the date hereof that do live in said tract."

This deed was signed by John Cooke and John Winslow, and Wamsutta made his mark to the same.

The conveyance was made to Governor William Bradford and others who were designated as "the purchasers or old-comers." It was later divided into thirty-four shares.

The land conveyed included the territory now known as Westport, Dartmouth, New Bedford, Acushnet and Fairhaven.

In the year 1650, John Russell settled in Dartmouth at Russell Mills. In 1664 he purchased the thirty-fourth share owned by Capt. Miles Standish in the lands, bought of Massasoit. John Cooke, the boy who came over in the Mayflower in 1620, who signed the deed of purchase and was the owner of one thirty-fourth part, settled on the east side of the Acushnet river, at Oxford.

On June 8, 1664, Dartmouth, then known as Ponagansett, Westport, known as Coaksett and New Bedford, Acushnet and Fairhaven, known as Acushena, were incorporated as the town of Dartmouth. By the act of June 3, 1668, the bounds of this township were established.

The first representative from the town of Dartmouth to the General Court at Plymouth was John Russell, of Dartmouth; and the first representative to this General Court, living in that part of Dartmouth now known as Fairhaven, was John Cooke. Russell and Cooke were the only representatives from Dartmouth for more than twenty years.

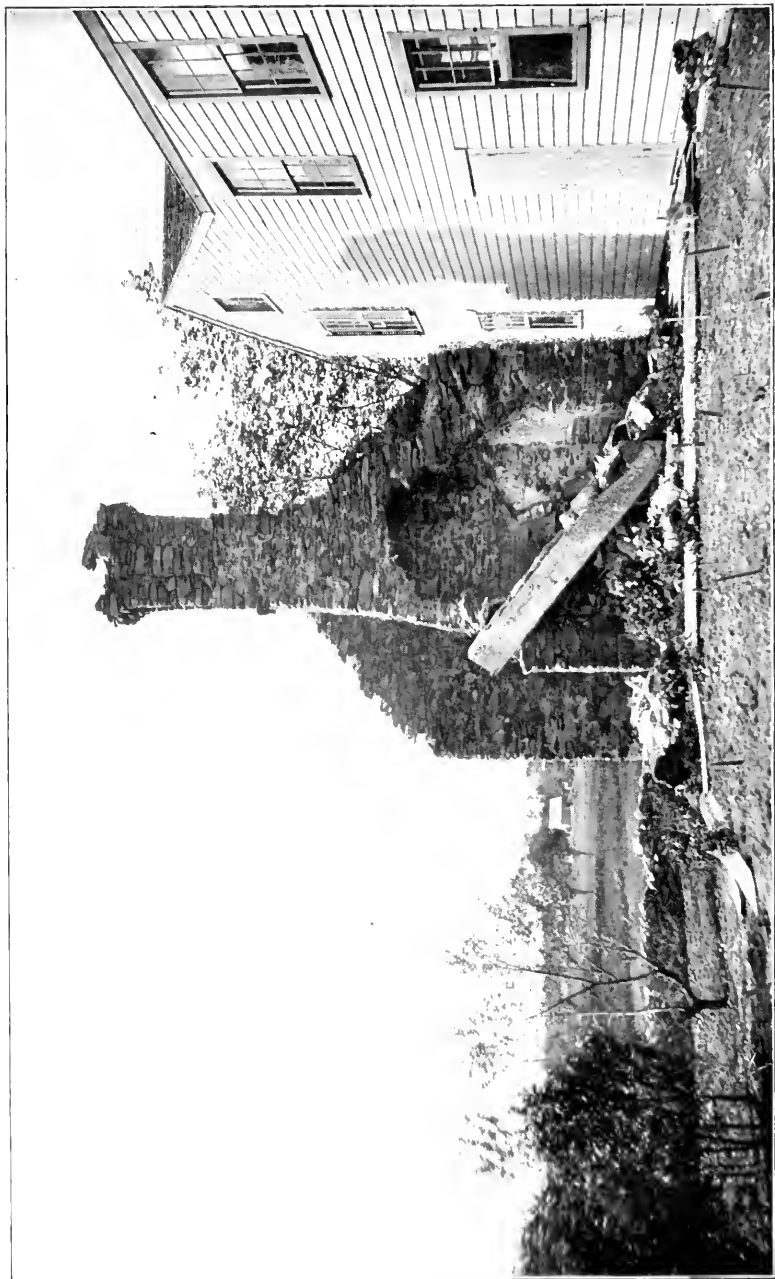
The township of Dartmouth suffered great loss of life and destruction of property during King Philip's war, and in 1675 was destroyed.

As a place of refuge and defence the settlers of the township had constructed three garrisons or wooden forts. Russell's garrison was on the north side of the Apponagansett river; one garrison was on Palmer's island in the Acushnet river; and Cooke's garrison was at Oxford village on the north side of Coggeshall street.

The settlers had also built block houses to which they might retreat in different parts of the township. Henry Sampson was one of the original proprietors of the grant from the Indians and at one time owned all of the land situated south of the location of the tracks of the Old Colony Railroad, extending southerly to the sea, and easterly from the river to crooked creek. By the shore of this tract, and near the location of the Beacon for many years were the remains of an old fort that had done service in the Indian wars. One of these block houses was built in 1653 on Seconticut Neck near the Mattapoissett Road, and near the log house of Thomas Pope, and not far distant from his grist mill. It was while seeking to reach Cooke's garrison from the settlement on Seconticut Neck in 1675 that a man and woman by the name of Pope were murdered by the Indians near the frog pond, at the present location of the south side of Spring street, west of Walnut street. At this time the house of John Cooke, situated a little to the south of the present Oxford schoolhouse, was destroyed. John Cooke died in 1695, and his grave at Oxford has lately been marked by a boulder, taken from the bed of the Acushnet and now bearing upon its polished face a bronze tablet.

For many years after the death of King Philip in 1676 the settlers had peace.

On November 13, 1694, William Bradford, the deputy governor, conveyed by deed the lands acquired by Governor



CHIMNEY OF THE PHILIP TABER HOUSE, SOLD TO WILLIAM WOOD IN 1700

William Bradford from Massasoit. Many of the proprietors of the land acquired by this deed settled within the limits of the present town of Fairhaven.

The colonists for many years did little more than clear away the forest, cultivate the soil, and build their homes and their vessels from the timber they cut upon their land. They were farmer-sailors, equally at home upon land or water.

Thomas Taber, one of the purchasers from William Bradford, also received by deed from his father-in-law, John Cooke, Nov. 8, 1682, one sixth part of one share of the land bought from Massasoit, and became one of the largest land owners within the present town limits. His house having been burned by the Indians in 1675 he built a stone house, located to the west of the road afterward known as Adams street. The massive chimney of this house was standing until a short time ago. In 1700 Philip Taber, son of Thomas Taber, sold to William Wood the tract of land from North street to Spring street, and from Adams street to the river, including within its bounds his homestead.

January 6, 1725, a way, four rods wide, was laid out from the bridge at the head of the river, past the "Meeting house green," at the Parting Ways, to the Rochester line.

Up to this time only forest paths connected the settlements, at Sconticut Neck, Nasketucket and Rochester, with the one at and around the Head of the River. February 25, 1728, a road was laid out from the southwest corner of Susannah Hathaway's orchard, now known as Dahl's corner, the dividing line between Acushnet and Fairhaven, and passing south past the wolf's hole at the side of the road now to the south of Woodside cemetery, and the shop of Thomas Nye, which formerly stood at the angle of the road north of the residence of Edward A. Dana, to the brook near the residence of Zeruiah Wood, north of the present Huttleston avenue.

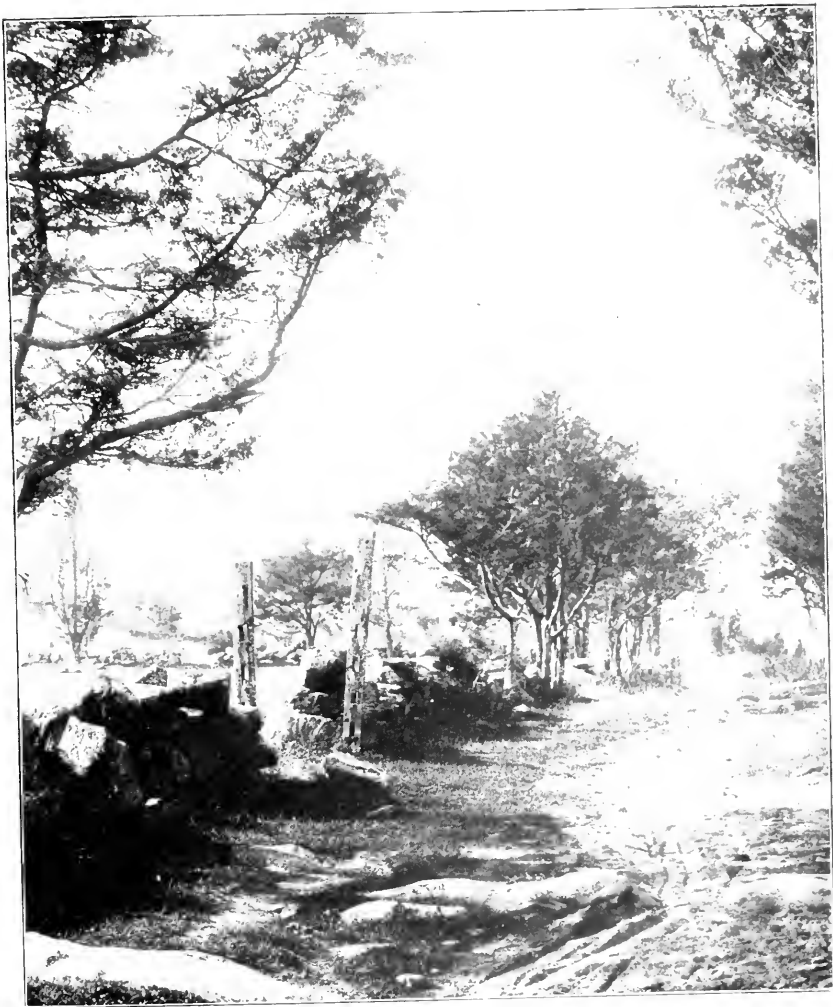
It was near the east line of this road, a little south of the

present Oxford schoolhouse, and near the well by the road that the house of John Cooke was once located, and upon the site of which another house was built and afterwards known as the Bartholomew West house.

March 30, 1730, a road was laid out from near the residence of Capt. Lemuel Pope down Sconticut Neck, for a distance of nearly a mile and a half. This road connected with the Head of the River road, which passing the orchard of Susannah Hathaway connected with the Rochester road at the Parting Ways. The date of the layout of the Head of the River road is not definitely known but was probably between the years of 1725 and 1728.

March 7, 1736, a road was laid out from the residence of Capt. Lemuel Pope westward to the driftway that led from Isaac Pope's to Henry Sampson's farm and homestead. This road followed nearly the present course of Spring street, east of Rotch street to Washington street, and the driftway followed a southwesterly course to near Green street on Centre street, then west and south, along the present Green street, across the present location of the railroad; and through this farm woods roads led to the shores on the west and south. This Henry Sampson, the descendent of the Pilgrim "old-comer" of the same name, was improvident and having mortgaged his farm in sections finally sold it entire to John Macy in discharge of his debt June 23, 1744. March 26, 1745, a road was laid out from near Benjamin Blossom's at Naskatucket, and passing north and northwesterly connected with the Rochester road on the north of the Friends' meeting house, and near to the Parting Ways. A part of this road has been discontinued and a part is now known as the New Boston Road, which is connected with the north part of the old layout by a new layout.

Such was the settlement and development of this part of the township of Dartmouth when Oct. 20, 1760, Elnathan Pope conveyed to Noah Allen twenty acres of land from the railroad on the south to the north line of the bluff about half the distance be-



GARRISON LANE

tween Spring and Washington streets, and from the river east to a line one half the distance between William and Main streets. Upon this tract the older part of the village was laid out, and it was called "Fairhaven."

On Dec. 12, 1760, William Wood deeded to Elnathan Eldridge a tract of six acres of land at the Point, and it was called Oxford. The try works and oil sheds at the southeast corner of the Oxford purchase were reserved from this conveyance. This deed conveyed all the land west of the east line of Cherry street and south of North street. At the southwest corner of the twenty-acre purchase were also located try kettles. The members of both settlements were engaged in the whale fishery. Communication between the upper and lower villages was had by the driftway up Centre street to the way leading past Elnathan Pope's dwelling house, near the present southeast corner of Rotch and Spring streets, and eastward to the Head of the River road, and by the road leading to Zeruiah Wood's, and by Bread and Cheese lane (North street) to the Point at Oxford.

At the beginning of the revolutionary war the settlers turned their attention to privateering with evident success. A success which brought disaster to the township on both sides of the Acushnet river in 1778. May 30, 1765, Joseph Rotch had bought from Elnathan Pope, the eighty-six acres of land lying between the twenty-acre purchase of Noah Allen on the west, Summer street on the east, Spring street on the north and the railroad location on the south. The deed contained the following: "Always excepting ye driftway that goes through the same from my house to Caleb Church's, and ye open way that goes from ye Driftway to ye Town lot: also a Driftway from where ye old worchouse formerly stood to one of ye ways in ye Town lot." No development of the tract had been made prior to 1790, when the proprietors of the twenty-acre purchase laid out Main, Middle, Centre, Union, Water and Washington streets within their tract.

In the early part of 1775, the erection of a fort was begun at Nolscot point by the company of Continentals under command of Capt. Benjamin Dillingham, and it was two years in building. In 1778 the fort had eleven iron cannon, mounted, a well supplied magazine, and a garrison of thirty two men under command of Capt. Timothy Ingraham.

This fort, until after the attack of the British in 1778 was without a name. Seeking to destroy the shipping in the harbor, two frigates of the British fleet under command of Major-General Gray, sailed into the harbor on Saturday, September 5, 1778, and landed troops on the New Bedford shore, at Clarks Cove. These troops, destroying the fort which had two cannon, mounted on Clarks Neck, and burning and sacking the village of Bedford as they passed north by the County road to the Head of the River, continued down on the Fairhaven side, burning and destroying property as they went, and came to the site of the John Cooke house where then stood the house of Bartholomew West. Refusing to assist the feeble old man from his bed to a place of safety they set fire to the house, having first pillaged it of all valuables and taking with them the now famous West Bible. It seems an unmerited reward for her heroism that the faithful servant, Hannah Sogg, who carried Mr. West from the burning building should herself thirty-four years later be one of the poor whom the town of Fairhaven should receive in charge from the town of New Bedford.

After destroying the store and the schoolhouse and the house of Zeruiah Wood the troops passed down to Sconticut Neck, and the last house they visited was that of John West, whose son-in-law, Achus Sisson, was a strong tory, but at that time had fled to the British provinces. The house was spared, although the farm was plundered, and more than a century afterwards the house still stood; only the chimney now remains.

On Sunday evening, September 6, 1778, the troops landed



CHIMNEY OF JOHN WEST HOUSE, SCOTICUT NECK
(HOUSE SPARED BY BRITISH IN RAID OF 1778)

on the Fairhaven shore north of the fort, and began to destroy the village. They were met by several hundred minutemen under command of Maj. Israel Fearing, and put to flight. As they retreated they visited the fort, which had been abandoned by the militia on the landing of the British, and burned the barracks, spiked and overturned the cannon from their carriages and broke off their trunnions, and completely dismantled the fort. The fort was speedily rebuilt, as on May 19, 1780, "the dark day," the fort had been restored and was then garrisoned with one hundred Continentals. For the bravery of their commander the fort was called Fort Fearing. How long this name remained is not known as in the deed from Jethro Allen to William Russell, March 2, 1784, in the description is included the statement "of the point called Nolscot on which Fort Phoenix now stands". The closing of the war soon brought prosperity to all the villages on the Acushnet.

February 23, 1787, the town of New Bedford was set off from Dartmouth, and included the present towns of Acushnet and Fairhaven and the city of New Bedford. In 1795 the villages of Fairhaven and Oxford were connected by a bridge across Herring river and the layout of Main street north to North street. In 1796 the old toll bridge between New Bedford and Fairhaven, crossing Fish island and Popes island was built. After its construction Fairhaven village gained more rapidly than Oxford. This bridge was partially destroyed in 1807 and was then rebuilt in a more substantial manner.

In April, 1798, was formed the association which built the Fairhaven Academy building on Main street, and in which the most important school in the town was conducted until 1836.

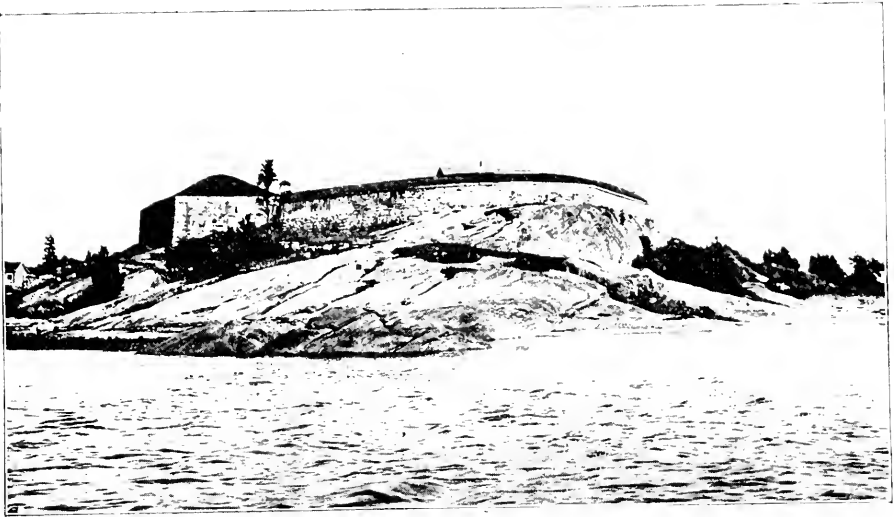
Political differences between the citizens of New Bedford and Fairhaven had reached such a condition that the strong supporters of Thomas Jefferson on the Fairhaven side sought separation; which, though strongly opposed in the General Court,

resulted in the incorporation of the town of Fairhaven February 22, 1812, and included the town of Acushnet.

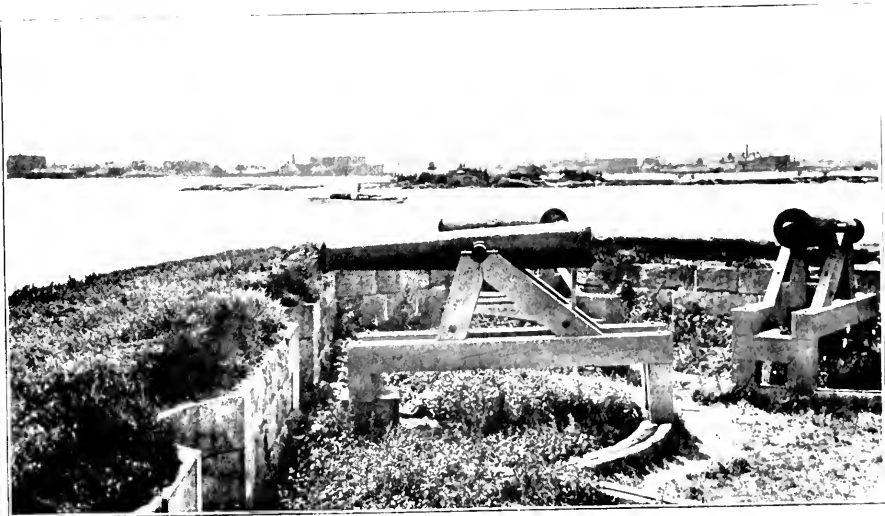
This victory of the "Corsicans," as the tory element in New Bedford derisively called the citizens of Fairhaven, was duly celebrated by the first authentic celebration of Fourth of July. The day was celebrated at the Head of the River, by the reading of the Declaration of Independence, singing of an ode composed by Lieut. Henry Whitman, U. S. Navy, an oration by James L. Hodges, Esq., of Taunton, delivered at the meeting house, and followed by a dinner at Amos Pratt's tavern, near the Head of the River bridge.



FORT PHOENIX IN 1865



FORT PHOENIX, EXTERIOR, IN 1903



FORT PHOENIX, INTERIOR, IN 1903

CHAPTER II

CIVIC HISTORY

BY J. L. GILLINGHAM

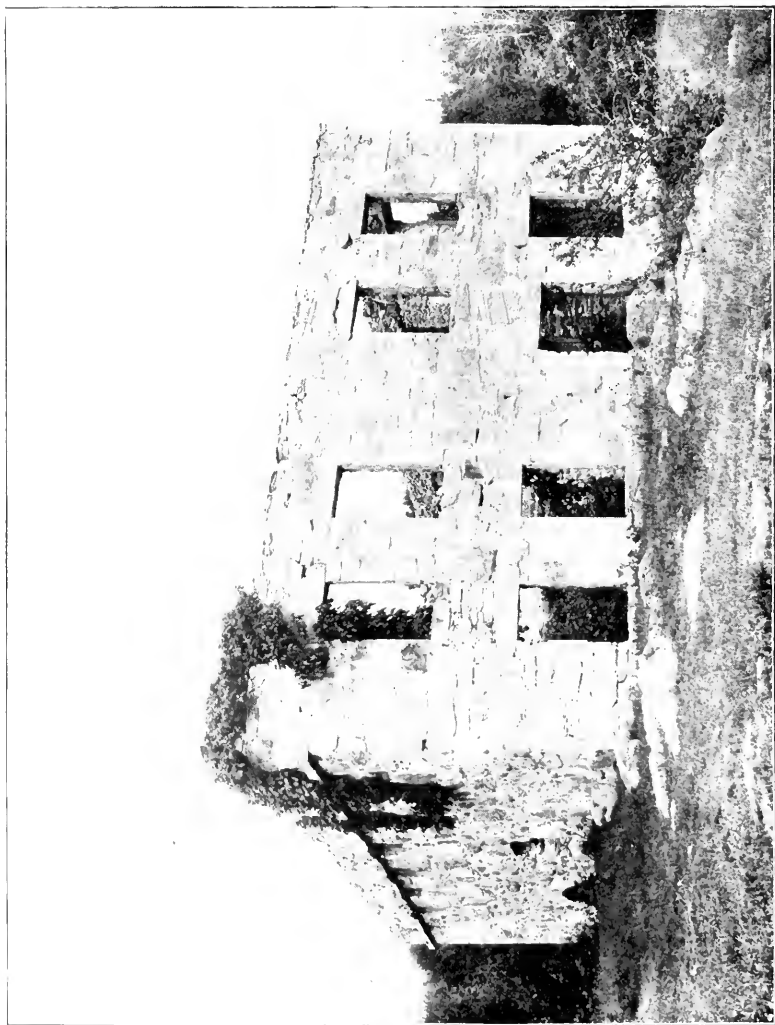
THE early years of the new town of Fairhaven were filled with events which checked rapid development.

June 18, 1812, Congress had declared war against Great Britain. Soon the news arrived that on August 6, 1812, the brig "Wasp," of Fairhaven, on a voyage to Liverpool, had been captured by the British cutter "Earl Spencer," taken as a prize to Cork, and the crew sent as prisoners to Plymouth, England. This was war. Fairhaven prepared to act its part. The first act was to raise troops. In September, 1812, a company of regular militia was formed, with John Alden, Jr., as Captain, and a company of volunteers was also formed, with Joseph Bates, Sr., as Captain.

A mud fort, mounting six guns, was built on Love Rocks, the ledge lately to the south of Fort street, with the barracks to the west near the cedar grove. It was garrisoned by the "Sea Fencibles," with William Gordon as Captain. On the rock of Meeting House Hill, now blown away that Centre street may connect Main and William streets, were mounted two cannon. Under the old Congregational Church, now Phoenix Hall, the south entrance was used as a magazine. The United States garrison at Fort Phoenix was active in putting everything in order to defend the harbor, as this fort was the tower of strength to which the citizens on both sides of the river looked. Along

Clarks Cove and around the shores of Clarks Point were stationed the volunteer company from the Head of the River, commanded by Captain Reuben Swift. Recruiting offices were opened at Pratt's tavern at the Head of the River, at the garrison at the fort, and on Water street in the village. In 1814 the fear of invasion had grown so strong that at a town meeting held August 2, 1814, the sum of \$1,200 was voted to be raised, "for the payment of additional wages allowed the drafted and enlisted militia of said town, and other expenditures of defence." Nathaniel Stetson, a citizen of the town, resisted the imposition of a tax of \$14.31 against his property for such a purpose, and as the collector sold the chaise and harness of the delinquent taxpayer, he appealed to the Courts for redress and obtained it by having the Court in July, 1816, declare that under the laws as they then existed, "To give additional wages, in order to encourage such as may be drafted, may evince the sense of danger, and the patriotism of a town: but it does not fall within any duty imposed by law, and it is not certain that it could produce any valuable end," and that the levy made was illegal. As a result of this decision regarding the tax levy of the year 1814, at the annual town meeting held April 7, 1817, it was voted "to refund the whole of the county and town taxes for the year 1814 to each individual that has paid the same, together with all legal expenses that has occurred in collecting the same," and "that the collector is to discontinue collecting the county and town tax for the year 1814." On September 28, 1814, the local militia had been increased by the addition of 500 soldiers from the towns in the north part of the county, who were stationed along the coast line. These preparations to resist the enemy were effectual and Fairhaven did not suffer from invasion, but from the loss of its shipping, captured as prizes, and the blockading of its port prevented the carrying on of its commerce and fisheries.

Besides the Act of June 17, 1796, authorizing the building



RUINS OF WHELDEN, SWIFT & COMPANY'S COTTON FACTORY
BUILT IN 1814

of a toll bridge over the Acushnet river, on June 22, 1804, another Act was passed incorporating Samuel Borden and others as "The Proprietors of Crow Island Bridge," and "empowered to erect a Bridge from the easterly side of Crow Island, in Acushnet river, aforesaid, to Fairhaven village, in the town of New Bedford aforesaid, a few feet south of the dwelling of the widow Elizabeth Adams, to the land of the said Samuel Borden." This bridge was "to have a draw of at least twenty-eight feet in width, which draw shall be raised up for all vessels without toll or pay, during day light in each day."

In 1811 a street was laid out from Water street to the bridge which led to the Rope Walk on Crow Island. This street is known as Eldridge's lane.

November 13, 1803, a road was laid out from opposite the house of John Taber, the late residence of George H. Taber, easterly to Boston Hill. This road is often called the Mill road as it led to the grist mill at Nasketucket near the present pumping station.

In 1814 Joseph Whelden, for many years one of the Selectmen of Fairhaven, and a representative in the General Court, built a stone cotton factory on the Acushnet river, about a mile north of the mill-dam of the grist and saw mill located above the Head of the River bridge. For a number of years the town, at its meetings, voted that the highway tax on Whelden, Swift & Company's factory be permitted to be laid out for the private way leading to said factory. The walls of this factory are still standing.

June 15, 1815, a small part of the town of Freetown was annexed to Fairhaven, including the lands of Paul Spooner and Seth Spooner.

September 23, 1815, the great gale and accompanying high tide did great damage to property in Fairhaven.

The toll bridge between New Bedford and Fairhaven was swept away. The bridge to, and the Rope Walk upon Crow

Island were destroyed. The building containing the records of the town from February 22, 1812 was swept from the wharf and the records destroyed. The bridge across Herring river forming a part of Main street was also partially destroyed. The shore line was changed in many places by the terrific waves. "Angeleco," near the south-west end of Sconticut Point, which Jethro Delano had allowed the Indians of Sconticut to cultivate until in 1776 he divided his farm, consisting of all of the southerly part of the Neck, among his children, and which tract his grandsons, Henry and Charles Delano, had plowed and planted in the spring of 1815, was washed into the sea and virtually destroyed.

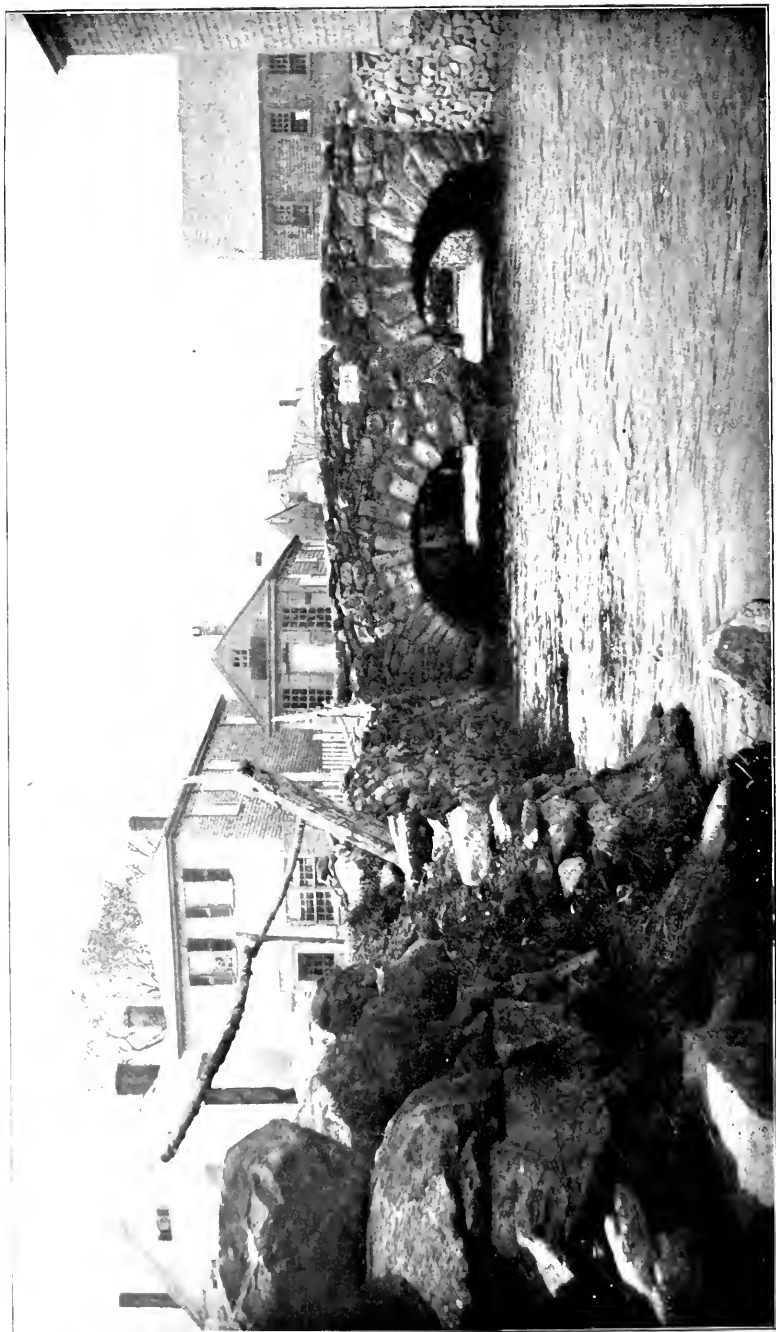
So great was the damage to property from this gale that at a town meeting held May 11, 1816, it was voted: "To choose a committee to concur with the town of New Bedford in petitioning the Legislature of this Commonwealth for an allowance in taxes in consequence of damages sustained in the gale and tide of Sept. last past."

No relief is reported to have been given by the Legislature.

After the disasters of the war and the gale had been recovered from, the town entered upon a period of steady growth and prosperity. Roads and streets were laid out, industries multiplied and the wealth of the citizens steadily increased.

May 13, 1820, Spring street was laid out from Adams street to Main street. The committee chosen to purchase a small farm for the accommodation of the poor May 15, 1824, reported to the town meeting that they had "purchased a small place of Noah Spooner for the sum of five hundred and forty eight dollars and twenty five cents."

March 19, 1827, the committee appointed to report to the town the number of families in each school district, and the estimated valuation of the property in the districts reported the number of families as being 567, and the valuation of the property as \$499,991. The number of residents of the town at this time was not reported.



BRIDGE AT HEAD OF THE RIVER - BUILT IN 1828

The centre of the stone bridge at the Head of the River was on the dividing line between New Bedford and Fairhaven. May 19, 1828, the town meeting voted, "To raise the sum of three hundred dollars to purchase a lot for a public burying ground, and defray the expense of building the one half of a stone bridge across the Head of the River, provided the town of New Bedford will join and build their half of said bridge."

At the same meeting it was voted "To accept the report of the selectmen and purchase a lot for a public burying ground of Enoch S. Jenney on the east side of the road leading by and between the house of Noah Spooner's and James Tripp, containing about one acre more or less, at the rate of seventy-five dollars per acre."

The bridge at the Head of the River was built, although later action by the town became necessary as the appropriation was exceeded.

In 1832 the report of the School District Committees shows the number of families to have increased to 642. July 20, 1832, the old way, beginning sixty rods east of the meeting house, near the corner of Centre and Laurel streets, and running north-easterly to the road near Seth Alden's woods, was laid out. This way has been discontinued, but for that time made more accessible Sconticut Neck and the towns to the eastward.

June 9, 1832, were laid out Washington and Union streets, from Main to Green street, William street from Spring street to the old burying ground, Walnut and Green streets from Spring street to the south line of William Rotch's land. The Green street layout included, in part, Wrightington's driftway or lane. This driftway was the old way to Henry Sampson's, and later to Caleb Church's farm, and to his homestead, which afterwards was owned by Richard Wrightington. This driftway, or lane, continued south to the homestead of Silvanus Allen.

March 18, 1831, the "President, Directors and Company of the Fairhaven Bank," was incorporated, with a capital stock of

\$100,000. April 9, 1836, the capital was increased to \$200,000. May 2, 1849, the charter was extended to January 1, 1870. This State Bank is now chartered under the National Banking Act as the "National Bank of Fairhaven."

March 16, 1831, the "Fairhaven Insurance Company" was incorporated with a capital of \$100,000. With the decline of whaling this company went out of existence.

February 10, 1832, the "Fairhaven Institution for Savings" was incorporated, and still continues a successful existence.

March 8, 1832, the "Proprietors of the New Bedford and Fairhaven Ferry" was incorporated. This corporation long since ceased to exist, but the New York, New Haven and Hartford Railroad Company now continue the ferry service established by the original company.

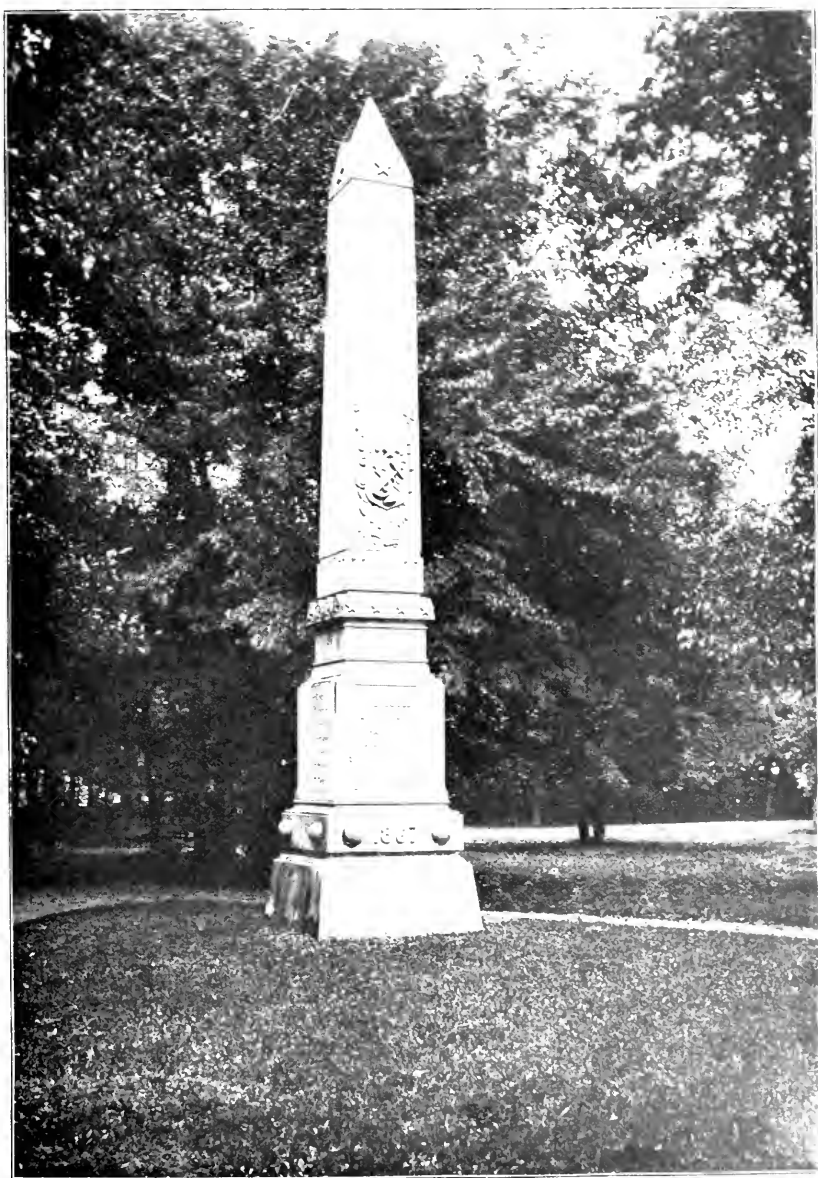
April 9, 1836, a small part of Rochester was annexed to Fairhaven and the bounds between the two townships established.

The palmy days of whaling, and its accompanying industries, continued uninterrupted from 1830 until 1857, when financial disaster overtook the community, and the approach of portending civil conflict gave little promise of the return of its former principal industry.

In 1854 the Fairhaven Branch Railroad had been constructed from Fairhaven to Tremont, there connecting with the main line to Boston.

In 1858 the town house, built by the town for the holding of town meetings and located north of Woodside Cemetery, on the east side of North Main street, was destroyed by fire. The spirit of dissatisfaction then existing between the citizens at the Head of the River, where in the early years of the township had resided the greater number of the citizens, and those who lived in the lower village, resulted in the separation of the communities by the incorporation of the portion of the town north of Dahl's Corner as the town of Acushnet, February 13, 1860.

In another chapter are reviewed the industrial interests



SOLDIERS AND SAILORS MONUMENT
AT RIVERSIDE CEMETERY

which have had existence in the town, and those which now give employment to its citizens. The recovery from the depression, disaster and sorrows of the Civil War was slow. The town had paid freely with its manhood and its treasure to maintain the Union and perpetuate freedom. To the memory of its heroes it erected, in 1867, a monument in granite in the beautiful Riverside Cemetery, which had been given to the town by Warren Delano, and dedicated July 7, 1850, as a public place of burial.

The Roll of Honor, whose patriotism and memory this shaft commemorates, now bears the names of :

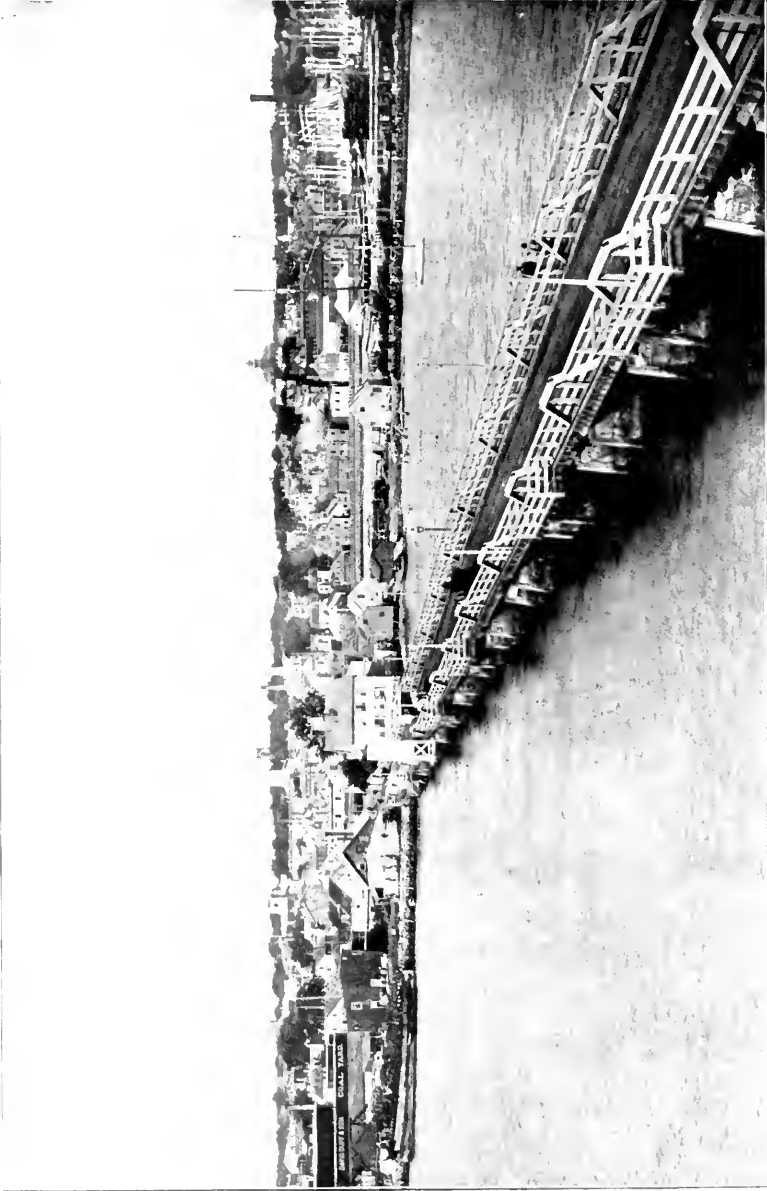
Bart Akin.
 Frederick B. Allen.
 William C. Ashley.
 Charles H. Austin.
 Henry L. Bosworth.
 Thomas H. Bowen.
 Sylvanus Baker.
 Alexander J. Brown.
 William H. Burgess.
 William L. Butman.
 William T. Butman.
 Joseph Bates.
 James Besse.
 L. M. Bowen.
 William W. Carsley.
 Joseph S. Caswell.
 Warren R. Clark.
 Elisha Copeland.
 George H. Copeland.
 Benjamin F. Cowen.
 William J. Cowell.
 William P. Cowie.
 Thomas Crowell.
 Nathan C. Coburn.
 Joseph M. Clark.
 Jonathan E. Cowen.
 James Dawes, War of 1812.
 Edward F. Damon.
 Edward H. Dillingham.

Lewis A. Drew.
 John J. Duffy.
 James Davis, War of 1812.
 Charles F. Eldredge.
 Edward Eldridge.
 Barnabas Ewer, Jr.
 Hiram B. Ellis.
 William H. Elliot.
 Dr. Isaac Fairchild.
 John A. Fitch.
 Ira Gerrish.
 Eben W. Godfrey.
 Ebenezer B. Hathaway.
 John A. Hawes.
 Walter F. Howland.
 Charles W. Hyde.
 William A. Haskins.
 William H. Haskins.
 Ansel Hitch.
 Charles N. Jenney.
 Simpson Jenney.
 Jonathan Jenney.
 James F. Jones.
 Capt. Francis Kempton.
 Alfred C. King.
 Benjamin W. Kempton.
 Oliver Lapham, Jr.
 Leonard Luther.
 Samuel L. Marvel.

Charles H. Macomber.	Freeman F. Snow.
Augustus Mayo.	William T. Swift.
Charles L. Morse.	Albert Shaw.
Oliver Mendall.	Loring P. Taber.
James Merrihew.	William D. Taber.
Harvey C. Morse.	Henry W. Taber.
William C. Nye.	Joseph B. Taber, Jr.
Alvin H. Paine.	Granville W. Taber.
Ebenezer Parsons, Jr.	John M. Thompson.
Phineas Peckham.	Elbridge B. Townsend.
Andrew T. Perry.	Amos S. Tripp.
William B. Purrington.	Eben R. Tripp.
Benjamin T. Randall.	Horace P. Tripp.
George F. Rogers.	William Tripp, War of 1812.
Amos Rogers, Jr.	W. A. Tripp.
John Roderick. Revolutionary War.	Jesse A. Warner.
Barney Rall.	William B. Waterson.
George H. Richards.	Rev. Israel Washburn.
G. Sidney Sampson.	John Weeden, War of 1812.
Benjamin B. Sampson.	Lemuel C. Wood, Jr.
John P. Sears.	William A. West.
W. W. Sekell.	John Williams.
Thomas F. Shaw.	John A. Williams.
Abisha Shaw.	Caleb J. Wood.
Charles D. Sherman.	Lemuel C. Wood.
Samuel T. Spooner.	Charles D. Wrightington.
Francis H. Stoddard.	William Webb, War of 1812.
Henry Steel.	Oscar F. Wixon.
William J. Steel.	Alden Davis.
Oliver Swain.	Joshua Wilkie.

From the great gale of September 8, 1869, the citizens suffered severe damage in property along the water front. The New Bedford and Fairhaven Bridge was for the third time almost totally destroyed, and for a long time during its reconstruction was impassable. To this time it had been maintained by a private corporation as a toll bridge. On the completion of reconstruction in 1870 it was made a free highway bridge, and was thereafter to be maintained by the City of New Bedford and Town of Fairhaven.

In 1872, the New Bedford and Fairhaven Street Railway



NEW BEDFORD AND FAIRHAVEN BRIDGE IN 1890

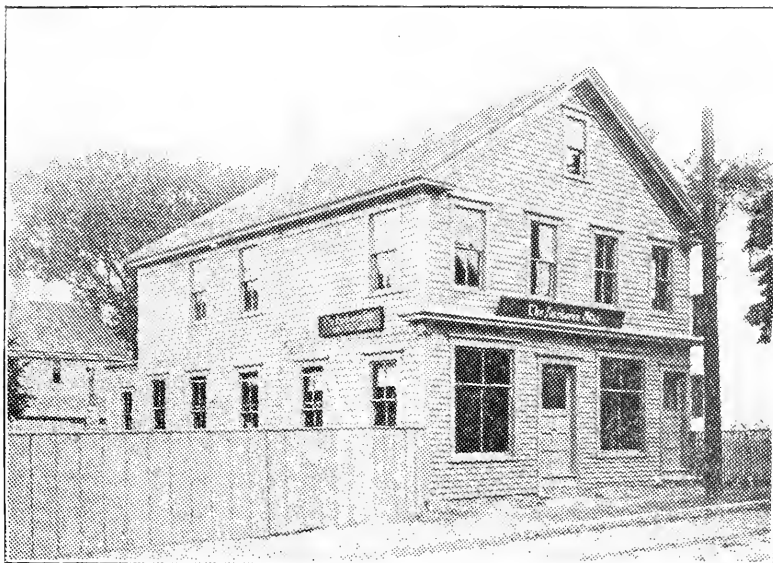
Company began the construction of its line across the bridge to the depot of the Old Colony Railroad in Fairhaven. Later the line was extended to the south end of Fort street, and to Riverside cemetery on North Main street. In 1894, the motive power was changed from horses to electricity.

The first newspaper printed in Fairhaven was the "Bristol Gazette." The publication of this paper was begun in New Bedford in October, 1808, as the "Old Colony Gazette." In 1811, the name was altered to the "New Bedford Gazette." In 1812, the name was again changed to the "Bristol Gazette." Joseph Gleason, Jr., the publisher of the paper from 1810, holding strong Jeffersonian views of government made the issues of his paper unacceptable to the large proportion of Federalists in New Bedford, and in 1812 removed the publication of his paper to Fairhaven to gain the patronage of the many Democrats who resided there. In the issue of February 5, 1813, Mr. Gleason announces that, by reason of his appointment in the United States army, he has relinquished the publication of the paper to Paul Taber. The publication of the paper ceased after July 10, 1813.

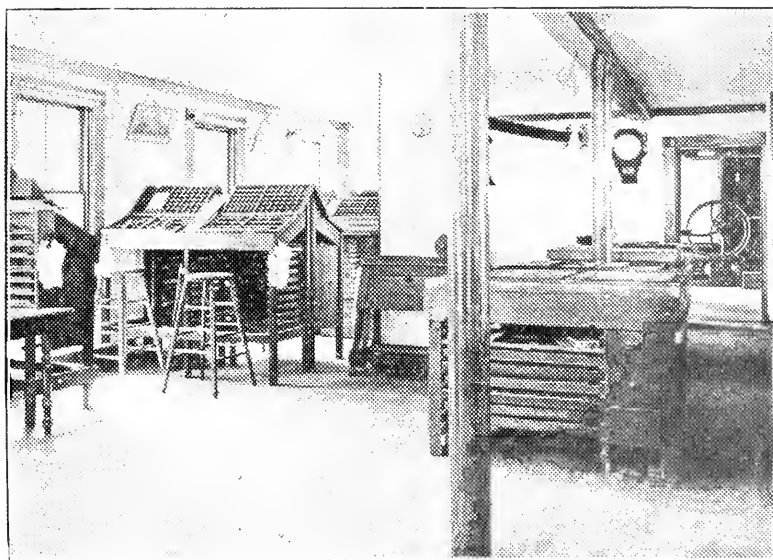
On February 18, 1879, the "Star" was first published by Charles D. Waldron, at his home on Oxford street. This miniature four page newspaper, of 8 1-2 inches by 12 inches pages, 3 columns to a page, was increased in size in May, 1879, by the addition of another column to the page and adding two inches to its length. During the first year of its existence it was enlarged three times. The success of the "Fairhaven Star" has been constant and permanent. Courteously but positively declining to publish any matter, either as advertisement or communication, which may be questionable in its character, or injurious in effect, its publisher set a high standard of reliability and has maintained it. The constant evidence of success of the local newspaper has been a source of pride to the citizens, for a community without a progressive newspaper is lacking in an essential element of civic

development. Mr. Waldron has faithfully lived up to the motto he so long ago set at the head of the editorial column, "Push Fairhaven." The publication of the paper was soon removed to a small building on the west side of Main street, near the corner of Centre street, which was entirely occupied for that purpose. The paper has been increased in size to four pages of 19 1-2 by 26 inches, and is published weekly. In August, 1902, it was installed in its new quarters in the "Star Building," on the west side of South Main street, near the corner of Ferry street.

In 1882, a village improvement association was formed, and which was incorporated in 1885 as the "Fairhaven Improvement Association." Composed of men and women loyally devoted to the permanent interests of the town it has done effective work in awakening a spirit of emulation among the citizens in the care and improvement of their homes and property, and from its treasury and by the individual efforts of its members has preserved and made attractive many natural features. Through its instrumentality, a drinking fountain was erected at Bridge square; the old graveyard at the south end of William street was transformed into a pleasant park; the neglected grave of John Cooke was protected and a suitable monument to his memory and character was erected. The roadsides and ancient cemeteries have been cleared of the encroaching bush and bramble. The success of the Bathing Pavilion and beach, conducted for many years by the Association on the shore to the west of Privilege street, and now and during the past few years as successfully maintained at the attractive shore and the clear salt water near the Beacon, attest the appreciation of the public. The custody of the historic Fort Phoenix having been given by the Federal Government to the Association, its preservation and renovation has made it an ideal spot for recreation or rest. The shady garrison lane retains the border of cedars which sheltered the defenders of three wars, and the marine view from the rock parapet is unsurpassed.



FAIRHAVEN STAR OFFICE



STAR'S COMPOSING ROOM

The present officers of the Association are : President, Thomas A. Tripp; Vice President, Drew B. Hall; Secretary, Job C. Tripp; Treasurer, William W. Crossman; and an Executive Committee of thirty members.

In 1892, was completed the bridge across the Acushnet river, at Oxford Heights, connecting Coggeshall street in New Bedford with a new way laid out from North Main street to the bridge in Fairhaven.

In 1893, the Fairhaven Water Company began the construction of a system of water works for supplying the town with water. The hydrant service in time of fire is of sufficient pressure to dispense with the use of a fire engine; and the fire department service, consisting of two hose companies, hook and ladder company, and protecting society, supplemented by an electric fire alarm service, furnish an efficient protection to property from fire.

The good order and security of the community is such that no regular police department is required to be maintained.

In 1895, the Board of Sewer Commissioners was organized, and the Shone system of sewerage then under construction was completed. This system of sewerage has been considerably extended since its introduction, and gravity sewers have also been laid in suitable localities. The present Board of Sewer Commissioners consists of Eldridge G. Paull, George T. Thacher and Zenas W. Dodge.

For more than ten years past the New Bedford Gas and Edison Light Company has furnished the electric current for street lights, public buildings and private residences in the town.

In 1893, the widening and construction of a new bridge on or near the location of the then existing New Bedford and Fairhaven Bridge was authorized by an act of the legislature. This act has been followed by numerous additional acts, and the mammoth and magnificent structure, seventy feet in width is nearing completion. For the accommodation of the travelling

public it has been constructed in a manner that but slightly interfered with travel.

The layout of new streets and the extension of older streets during the past ten years has opened up large sections of the town for building purposes, and many new buildings have been constructed.

While the sewerage of the town was satisfactorily taken care of by the systems employed, the surface drainage of the highways presented a serious problem. In 1890, the town abandoned the system of caring for the highways under the direction of highway surveyors, and created the office of Superintendent of Streets. A systematic plan for the grading of the streets was adopted, and has been followed with success. In 1896, Mr. Henry H. Rogers was appointed superintendent of streets, and he appointed Mr. John L. Bryant as assistant superintendent, and these gentlemen still fill the same offices. During the past seven years a large number of miles of block paved gutters, granite curbed sidewalks and macadamized road bed have been constructed, and more than three miles of block paved streets have been laid by the Union Street Railway Company in accordance with the conditions of a contract made with the town.

At the time of the construction of the Coggeshall street bridge the portion of the town farm situated to the west of North Main street, including the Almshouse, was sold. In 1894, the town purchased another site, located on the south side of Washington street, at the intersection of the Sconticut Neck road. Upon this land in 1894 the town built the present Almshouse, a wooden building of two stories in height, and admirably arranged for the care and comfort of its inmates.

The town has been the recipient of many benefactions, in addition to the water supply and perfectly constructed highways.

In 1885, it received from Mr. Henry H. Rogers the gift of the Rogers School, a substantial structure of brick with terracotta ornamentation, and a model of school architecture. In



FAIRHAVEN END OF NEW BRIDGE IN 1902

1893, was received the gift of Anne E. Benjamin, Cara Rogers Duff, Mary Huttleston Rogers and Henry H. Rogers Jr., of the magnificent Millicent Library, with its treasure of books, in memory of their sister, Millicent Gifford Rogers. No more exquisite and tasteful memorial edifice could have been designed. This noble gift has been endowed by Mr. Henry H. Rogers with a fund of one hundred thousand dollars deposited with the Treasurer of the Commonwealth, and with ownership of the Fairhaven Water Works from which a permanent income is assured.

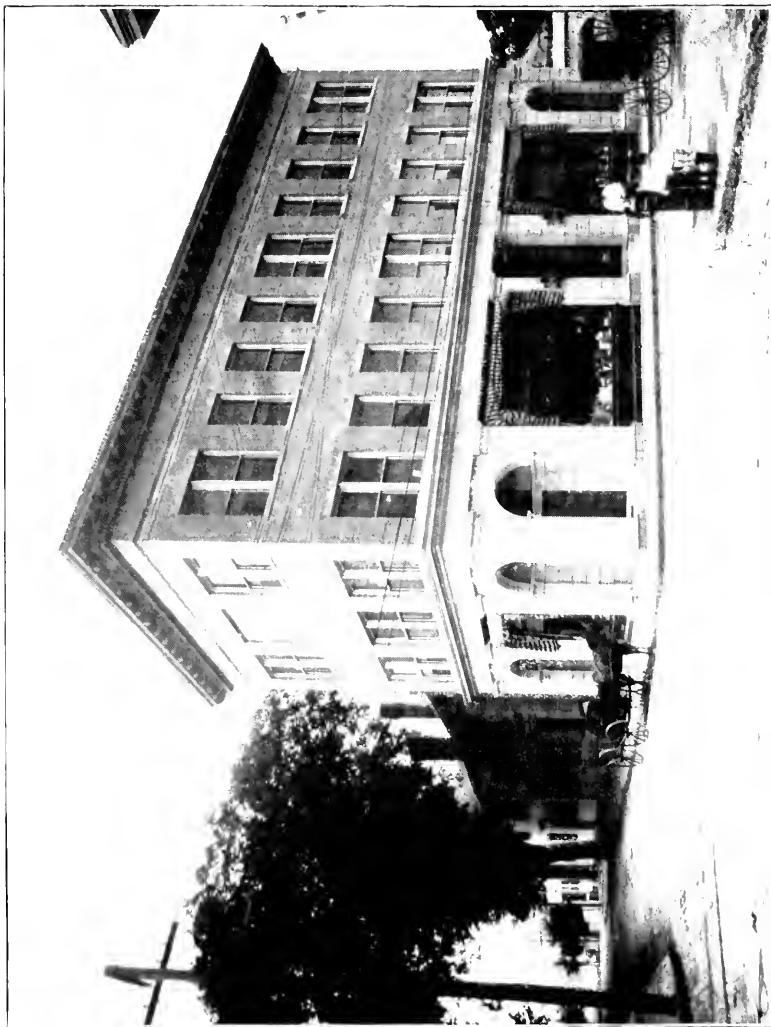
From the incorporation of the town in 1812 to 1894 the town did not possess any public building for the accommodation of the officers and business affairs of the town. The town meetings had been held in various places. From 1812 to 1817 they were held in the old Methodist Church at the Head of the River, from 1818 to 1831 in the old Congregational Church at the Head of the River; from 1832 to 1844 in the old Academy building on Main street, from 1844 to 1858 in the Town House on North Main street, which was built in 1843 and destroyed by fire in 1858, from 1859 to 1864 in Sawin's Hall on William street, now the Advent Church. From 1864 to 1894 they were held in Phoenix Hall. In 1894, the town received from Mrs. Abbie P. Rogers, the wife of Mr. Henry H. Rogers, the gift of the Town Hall, one of the finest specimens of civic architecture in New England. The exterior is of French Gothic style, the lower portion of granite, surmounted by a structure of brick, with elaborate ornamentation in terra cotta. The tower is furnished with an illuminated clock, and a large bell of deep and mellow tone. The lower floor is divided into apartments for the accommodation of all the official departments, and a large and admirably appointed hall for public meetings is located on the second floor, with a smaller hall for general public uses on the lower floor.

In 1901, the George H. Taber Lodge of Masons was presented by Mr. Henry H. Rogers, the substantial building, containing the magnificently furnished suite of rooms they now

occupy, as a tribute of affection to the honored man and Mason for whom the Lodge was named. This building is a notable addition to the public and private edifices in the town. The health, as well as the pleasure and convenience of the residents has been considered by Mr. Henry H. Rogers, in now adding a great physical feature to the possessions of the town by the obliteration of Herring river, or the Mill Pond as it has been known for many years, and in its place creating an ample park, with avenues making access to the surrounding portions of the town more convenient.

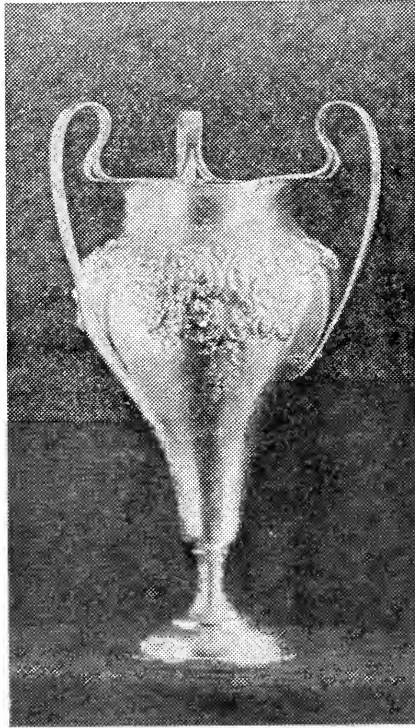
The citizens sustain a number of organizations for the assistance of the poor, the encouragement of education, the promotion of the business interests of the town, and of athletic sports, and the enjoyment of music. Among them may be named the Fairhaven Poor Society, Educational Art Club, Fairhaven Business Association, Fairhaven Mutual Aid Corporation, Fairhaven Veteran Association, Fairhaven Men's Club, the Fairhaven and the Atlas Tack Base Ball clubs, the several Cycle clubs, and the Fairhaven Band.

The present popular recreation of golf playing is promoted by the Fairhaven Golf club, which was organized in May, 1900. In the Spring of 1901, the club secured a lease of the Dexter and Taber estates on the west side of North Main street, a little south of Riverside Cemetery, and extending to the Acushnet river, comprising about 14 acres of rolling land adapted to a golf course of six holes, which was laid out by David Findlay, the golf professional. These links are considered very sporty and a fair natural course. During the present season of 1903, the Club has added 3 tennis courts on the land on the east side of North Main street, opposite to the links. During the season of 1902, Mr. Dexter built for the Club a delightfully located Club House on the top of Dolly Hill, where formerly stood the old grist wind-mill, overlooking the entire course, and commanding a fine view of the Acushnet river. The Club is sustained by a con-



GEORGE H. TABER MASONIC BUILDING ASSOCIATION BLOCK

stantly increasing membership, now numbering 100, with annual dues of five dollars. Through the interest and gifts of Mrs. J. B. Rhodes, of New Bedford, the Club House has been prettily furnished. Mrs. Rhodes has also given to the Club an elegant silver cup, as a Club Trophy to be annually competed for by the lady members of the club. This trophy was won and is now



TROPHY CUP

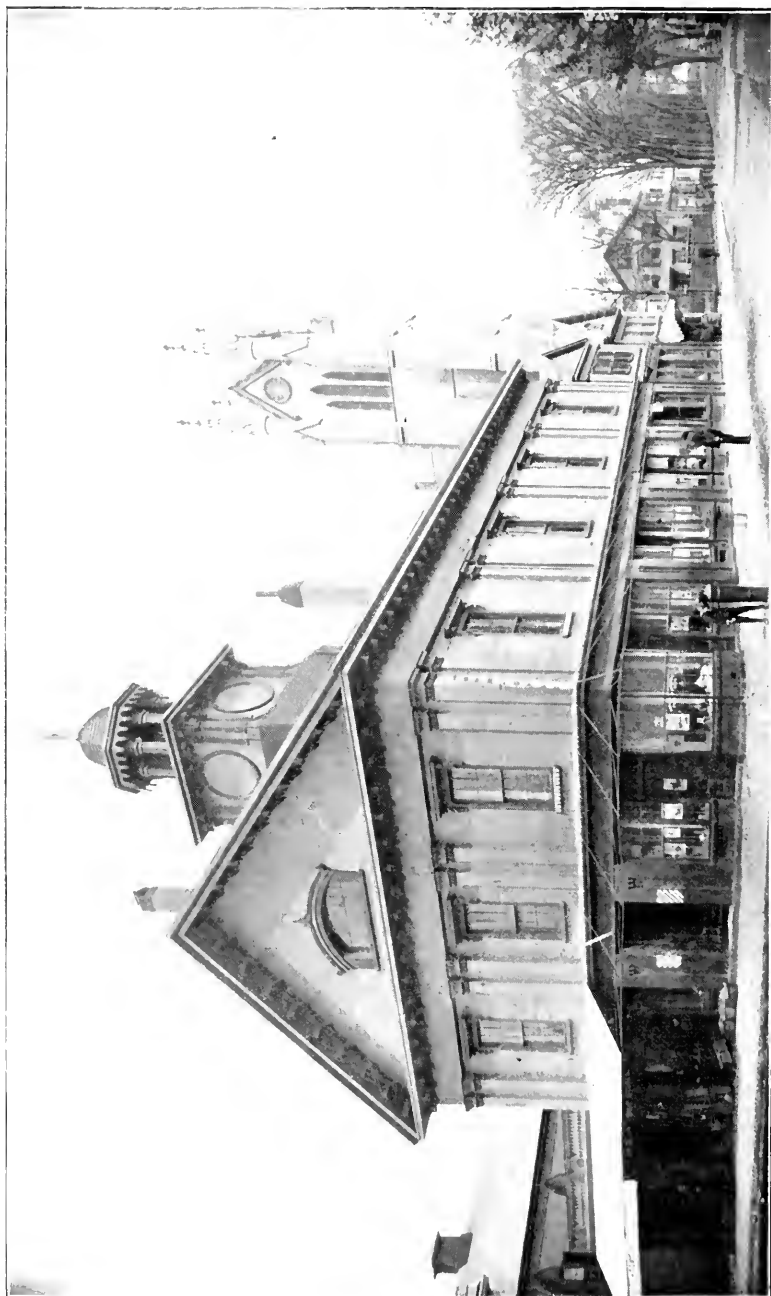
held by Mrs. Edgar R. Lewis, of New Bedford. The present officers are: President, Edward B. Gray; Vice President, William B. Gardner; Secretary and Treasurer, Harry L. Pope; Directors, Miss Anna B. Winsor, Miss Alice H. Howland, Miss Ethel S. Davis, Mr. H. H. Stanton, Dr. William E. Walker.

TOWN CLERKS FROM 1812-1903

1812-17,	Levi Jenney.
1817-19,	Jabez Taber.
1819-34,	Bartholomew Taber.
1834-42,	Nathaniel Church.
1842-55,	Eben Akin, Jr.
1855-75,	Tucker Damon, Jr.
1875-87,	Eben Akin, Jr.
1887-95,	Francis DeP. Tappan.
1895,	Francis W. Tappan.
1895-03,	Charles F. Swift.

SELECTMEN FROM 1815-1903

1815-18,	James Taber, Joseph Whelden, Bartholomew Akin.
1819,	James Taber, John Atsatt, John Taber.
1820,	James Taber, John Taber, Warren Delano.
1821,	James Taber, Bartholomew Akin, John Taber.
1822,	James Taber, Bartholomew Akin, Ansel Allen.
1823-24,	James Taber, Ansel Allen, John Taber.
1825,	James Taber, John Taber, Warren Delano.
1826-28,	James Taber, John Taber, Warren Delano.
1829-30,	Ansel Allen, Gideon Nye, Jabez Taber.
1831,	Ansel Allen, John Taber, Joseph Whelden.
1832-33,	Levi Jenney, Gideon Nye, Daniel Davis.
1834,	Daniel Davis, Cyrus E. Clark, Jabez Delano, Jr.
1835,	Daniel Davis, Cyrus E. Clark, William L. B. Gibbs.
1836,	Ansel Allen, Cyrus E. Clark, Daniel Davis.
1837,	Daniel Davis, William L. B. Gibbs, Bartholomew Taber.
1838,	Daniel Davis, Bartholomew Taber, Rodolphus W. Dexter.
1839-40,	Ezekiel Sawin, Gideon Nye, Bartholomew Taber.
1841,	Gideon Nye, Bartholomew Taber, Firman R. Whitwell.
1842,	Cyrus E. Clark, Elbridge G. Morton, Firman R. Whitwell.
1843,	Nathaniel Church, Cyrus E. Clark, Elbridge G. Morton.
1844,	Nathaniel Church, George Mendall, Sheffield Read.
1845-50,	Nathaniel Church, Cyrus E. Clark, Ellis Mendall, Jr.
1851,	Cyrus E. Clark, G. H. Taber, Isaac Wood, Jr.
1852,	Nathaniel Higgins, George Mendall, Firman R. Whitwell.
1853,	Cyrus E. Clark, John Terry, Firman R. Whitwell.
1854,	Nathaniel Church, Cyrus E. Clark, Firman R. Whitwell.
1855,	Edmund Allen, Charles D. Capen, Barnabas Ewer, Jr.
1856,	Edmund Allen, Charles D. Capen, Henry A. Church.
1857,	Martin L. Eldridge, John A. Hawes, Elbridge G. Morton.



PHOENIX HALL, AND CENTRE STREET IN 1890

- 1858-59, John A. Hawes, Elbridge G. Morton, Abiel P. Robinson.
 1860, Jonathan Cowen, John A. Hawes, Elbridge G. Morton.
 1861-62, Jonathan Cowen, Rodolphus W. Dexter, Bartholomew Taber.
 1863, Jonathan Cowen, Bartholomew Taber, George H. Taber.
 1864, Edwin R. Almy, Bartholomew Taber, Ellery T. Taber.
 1865-66, Bartholomew Taber, Frederick Taber, Isaiah West.
 1867-68, Reuben Nye, Bartholomew Taber, Isaiah West.
 1869-70, Bartholomew Taber, George H. Taber, Isaiah West.
 1871, Bartholomew Taber, George H. Taber, William H. Whitfield.
 1872, Weston Howland, George H. Taber, William H. Whitfield.
 1873, Daniel J. Lewis, George H. Taber, William H. Whitfield.
 1874, Daniel J. Lewis, Welcome J. Lawton, George H. Taber.
 1875-76, Welcome J. Lawton, George H. Taber, Arnold G. Tripp.
 1877-78, Daniel W. Deane, George H. Taber, Arnold G. Tripp.
 1879-83, George A. Briggs, Daniel W. Deane, Robert E. Leavitt.
 1884, Daniel W. Deane, Gorham B. Howes, George W. King.
 1885, Daniel W. Deane, George W. King, Frederick C. S. Bartlett.
 1886, George H. Taber, Charles F. Howard, Daniel W. Deane, George W. King, Frederick C. S. Bartlett.
 1887, Lewis S. Judd, Charles F. Howard, John I. Bryant.
 1888-89, John I. Bryant, John H. Howland, William P. Macomber.
 1890, John I. Bryant, Joseph B. Peek, Benjamin P. Tripp.
 1891-92, John I. Bryant, Joseph B. Peek, Eben Akin, Jr.
 1893, John I. Bryant, Eben Akin, Jr., James L. Gillingham.
 1894, James L. Gillingham, Eben Akin, Jr., Daniel W. Deane.
 1895, Daniel W. Deane, Albert B. Collins, Nathaniel Sears.
 1896-03, John H. Howland, Charles F. Howard, Walter P. Winsor.

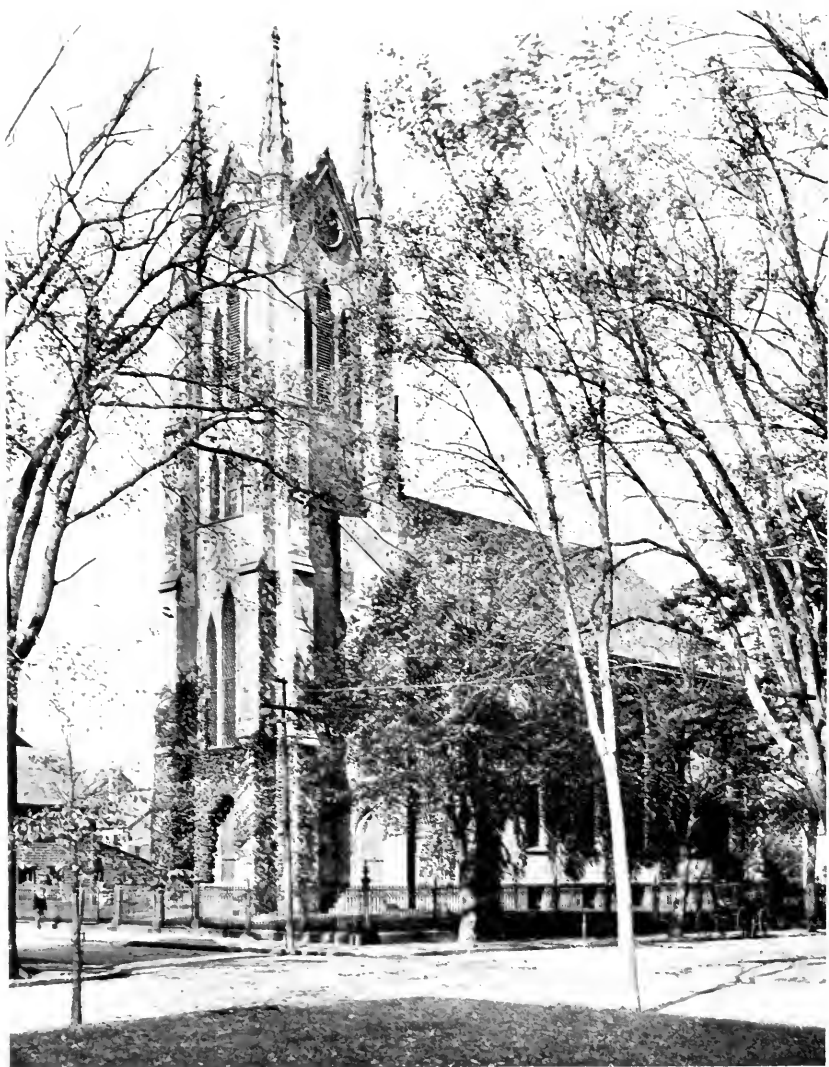
REPRESENTATIVES FROM 1812-1903

1812-14,	John Hawes.	1826,	James Taber.
	Nicholas Davis, Jr.	1827,	James Taber.
	Joseph Tripp.		Joseph Tripp.
1814-16,	John Delano.	1828,	Nathaniel S. Spooner.
1816-20.	No representative.		James Taber.
1820,	James Taber.		Joseph Tripp.
1821,	Stephen Merrihew.	1829,	Rowland Gibbs.
1822,	No representative.		Gideon Nye.
1823,	Joseph Tripp.		Joseph Tripp.
	James Taber.	1830,	Joseph Tripp.
	Noah Stoddard.	1831,	Joseph Whelden.
1824,	No representative.	1832,	Warren Delano.
1825,	James Taber.		Joseph Whelden.
	Stephen Merrihew.		Sampson Perkins.
	Joseph Whelden.		

1833,	Gideon Nye.	1845,	Joseph Tripp.
1834,	Ansel Allen.		Ellis Mendall, Jr.
	Cyrus E. Clark.	1846-47,	Nathaniel Church.
	Samuel Pierce.		George Mendall.
1835,	Joseph Tripp.	1848-50,	George Mendall.
	Ezekiel Sawin.		Isaac Wood, Jr.
	Gideon Nye.	1851,	Isaac Wood, Jr.
1836,	Joseph Tripp.	1852-53,	Elbridge G. Morton.
	William L. B. Gibbs.	1854,	Charles Drew.
1837,	Cyrus E. Clark.	1855-57,	Daniel J. Lewis.
1838,	Joseph Tripp.	1858-59,	Martin L. Eldridge.
	Daniel Davis.	1860-62,	Samuel L. Ward.
	Gideon Nye.	1863-65,	Ezekiel Sawin.
1839,	John Stoddard.	1866-67,	Charles Bryant.
1840,	Cyrus E. Clark.	1868-69,	Lewis S. Judd.
	Elbridge G. Morton.	1872-73,	William H. Whittfield.
	Joseph Tripp.	1874-75,	Daniel J. Lewis.
1841,	Ezekiel Sawin.	1878-79,	Elbridge G. Morton.
	Gideon Nye.	1882-83,	Rufus A. Dunham.
1842,	Cyrus E. Clark.	1886,	Frederick C. S. Bartlett.
	Jones Robinson.	1887,	Robert Bennett.
1843,	Elbridge G. Morton.	1890-91,	James A. Lewis.
	Jones Robinson.	1894-95,	James L. Gillingham.
1844,	Joseph Tripp.	1900-01,	Levi M. Snow.



FAIRHAVEN ALMSHOUSE - 1903



FIRST CONGREGATIONAL CHURCH

CHAPTER III

RELIGIOUS HISTORY

BY LEWIS S. JUDD

THE FIRST CONGREGATIONAL CHURCH

FAIRHAVEN was originally a portion of the ancient town of Dartmouth, which was incorporated in 1664, and included also the present city of New Bedford and towns of Dartmouth, Westport and Acushnet. These were the days of the Puritan theocracy in New England and the church which was established when the Puritan pioneer settled a new town was practically as much of a State church as though its members had lived in Roman Catholic France or had been affiliated with the Lutheran Church of Germany or the Anglican Church of their former home. This state of affairs by no means received placid assent throughout New England. On the contrary, in no corner of the globe has there been a more seething ferment of intellectual and theological controversy than has surged along our wave-beat shores. The early settlers of old Dartmouth seem to have been somewhat at variance with the prevailing religious ideas, for it was over thirty years after the incorporation of the town that a church of the regular order was established, which was done, according to tradition, in 1696, after the town had been desolated by King Philip's War and pointedly criticised for not supporting public worship in the usual way.

The truth is that probably a considerable portion of the people were Quakers. The church just referred to, was located at the Head-of-the-River, where the Acushnet cemetery now is, and to this spot, one of the choicest for miles about for the dreamers of a summer's afternoon, where the fathers rest beneath the shade of whispering pines, the people of the old colonial days flocked from the region roundabout. It was nearly a century later, 1794, that the people of Fairhaven village formed a church of their own. In that year was established the Second Church of Christ in New Bedford, now the First Congregational Church in Fairhaven. At that time New Bedford included Fairhaven and Acushnet, these three towns having been set off from Dartmouth, and the name "Second Church" is doubtless used to distinguish the church from the old church at the Head-of-the-River. The following names were signed to the covenant: Lemuel Williams, Benjamin Church, John Alden, Eunice Pad-
 doc, Phoebe Jenne, Abigail Church, Keturah Church, Elizabeth Landers, Bethiah Delano, Sally Alden, Ruth Shearman, Patience Jenne, Jeremiah Mayhew, Isaac Tompkins, Abel House, Peggy Mayhew, Joseph Damon, Jethro Allen, Henry Jenne, Joseph Bates, Isaac Wood, Isaac Shearman, Joseph Church, Pardon Taber. The original church edifice, an old-fashioned building of the New England type, was erected at the same time on a rise of ground at what is now the corner of Main and Centre streets. The upper portion and belfry still exist as a part of Phoenix Block. The first pastor of the church, was the Rev. Isaiah Weston who was settled in 1795 and remained until 1808. Mr. Weston graduated at Brown University in 1793. After resigning his pastorate he held the position of collector of the port of New Bedford and removed later to western New York where he died in 1821. About 1805-7 there was a great revival of religious interest in the parish and large numbers were added to the church. As at first constituted, the church was Arminian in doctrine as were

many others at that time which afterward became distinctively Unitarian. It is probable that this period in the church history marks the beginning of the strong Calvinistic influence which dominated it in after years. Dissension soon appeared however and certain members who had been received during the great revival, withdrew in 1811, and were instrumental in forming a new church called the Third Church. The services of this church were held in a small building occupied both as church and school house, which stood on Main street nearly opposite where the hotel now stands. The two churches however united harmoniously about the year 1820. Whether the Third Church had a regular pastor the writer has not ascertained, but thinks it probable that it was served by a ministry of the evangelistic type. The original church, after the resignation of Mr. Weston, seems to have had no settled pastor until 1813, when Mr. Abraham Wheeler was called and was ordained on June 30. Mr. Wheeler was a native of Holden, Mass., and graduated at Williams College in 1810. He remained with the church in Fairhaven until 1818. He was afterward pastor in Candia N. H., and was living in Ohio in 1840. He died in 1857. The next pastor was the Rev. Paul Jewett who was settled in 1820. Mr. Jewett was a native of Rowley, Mass., and graduated at Brown University in 1802. He left Fairhaven in 1822 and afterward was settled in Scituate and Carver. Mr. Jewett died in 1841. On Jan. 9, 1823, the church voted to ask Rev. William Gould to continue with them as their minister. Mr. Gould was born in Salem, Mass., in 1792, received his classical education under private tuition, and, after the old custom, studied divinity privately with the Rev. Mr. Dodge of Haverhill. Before coming to Fairhaven he preached in Darien, Ga., and Dracut, Mass. He remained with the Fairhaven church about seventeen years. During Mr. Gould's pastorate the church was greatly prospered, and with increasing numbers and increasing wealth rose to that prominence in the community which it main-

tained for many years during the middle of the last century. In 1839, Mr. Gould's health began to fail and so the church called and ordained as his colleague, Rev. Jacob Roberts. Shortly after however, ecclesiastical complications regarding Mr. Gould resulted in the formation of the Centre Congregational Church with Mr. Gould as its pastor. A short sketch of this church and of Mr. Gould's later life is appended.

Mr. Roberts remained as sole pastor of the First Church. During his pastorate, in the year 1845, the present church edifice at the corner of Centre and William streets was erected. It was at that time one of the finest church edifices to be found in New England. And at this day its beautiful gothic arches and pilasters, and its stately and richly ornamented pulpit set against the delicate brown tints of the wall decoration, are full of gracefulness and harmony. Its lofty steeple, visible for miles around and a beacon for sailors along the coast, was blown down in the great gale of Sept. 8, 1869. Mr. Roberts was the son of Evan Roberts and Hester Fussell, was born in London May 24, 1810, and graduated at Highgate College. He remained at Fairhaven until 1855, was afterward settled in East Medway, Mass., and later resided in Auburndale, Mass., without charge. He died March 4, 1894, aged 83. Mr. Roberts married (1) Agnes Fussell who died in 1840. and (2) Mary Augusta, daughter of Nathan and Sarah H. Church of Fairhaven. Mr. Roberts was succeeded by the Rev. John Willard who graduated at Yale college in 1849, and at Andover Seminary in 1853, and afterwards spent a year in post graduate work. He was ordained Jan. 25, 1855, and was pastor at Fairhaven from that year until 1867. He was pastor in Birmingham, Conn., from 1869-73, Marlboro, Mass., 1873-79 and later in Decorah, Iowa. Mr. Willard has for some years resided without charge in the city of Chicago and is the oldest living ex-pastor of the church. He was followed in 1868 by Rev. Avery S. Walker, who remained with the church until 1871. Dr.

Walker graduated from Oberlin College in 1854, received the degree of M. A. in 1856, and graduated from Union Theological Seminary in 1857. He received the degree of D. D. from Drury College in 1883. Before coming to Fairhaven, he was pastor at Lodi, N. J., 1857-60, Rockville, Conn., 1860-64, and Dover, N. H., 1864-68. Afterwards he was pastor at Gloversville, N. Y., 1871-77, Spencer, Mass., 1877-87, Canton, N. Y., 1888-94, Needham, Mass., 1895-98. More recently, Dr. Walker has resided at Henniker, N. H., and Wellesley Hills, Mass. He was succeeded in 1873, by Rev. Winfield S. Hawkes, who graduated at the Hartford Theological Seminary in 1868, and before coming to Fairhaven, had preached in South Windsor and Stafford Springs, Conn. Mr. Hawkes left in 1876, going to Haydenville, Mass. In 1878, he was settled over the Congregational Church in South Hadley Falls, Mass., remaining there until 1887, when he went to Utah, Idaho, Wyoming and Montana, as Home Missionary Superintendent, which position he held eleven years. Since that time, he has been financial secretary of the French-American College in Springfield, Mass. Mr. Hawkes was followed in 1878 by Rev. William Carruthers. Mr. Carruthers graduated at Bowdoin College in 1853, and Bangor Theological Seminary in 1856. Previous to his installation over this church he had preached in Sandwich, North Cambridge and Danvers, Mass., Calais, Me., and Pittsfield, Mass. It is worthy of record that the sermon at Mr. Carruthers' installation was preached by that pastor and bishop of all the churches, Phillips Brooks. Mr. Carruthers' pastorate ended in 1886. He was settled later in Richmond Hill, L. I., and served for a time as city missionary in New Bedford. He has since resided in Holyoke, Mass., and, while supplying the pulpit in South Dartmouth, in Fairhaven, receiving there many evidences of regard from the townspeople whom he has known so long. The pulpit was supplied later by Rev. Frank H. Kasson, who graduated from Iowa College in 1874, and later took the degree of M. A. from

the same institution. He graduated at Andover Seminary in 1849, and was pastor at Fowksbury, Mass., from 1883-86. Mr. Kasson has devoted many years to editorial work, he having been for five years editor of the *Golden Rule*, and eleven years editor of the magazine "Education."

Following Mr. Kasson, the pulpit was supplied with great acceptance by Mr. James M. Lewis, a divinity student in the Boston University Theological School (Methodist Episcopal). Mr. Lewis graduated at DePauw University in 1886, received the degree of M. A. in 1889, graduated from the Theological Seminary in 1891, and received the degree of Ph. D. from Boston University in 1893. He later entered the ministry of the Congregational Church and is now pastor of the church of that order in Sandwich, Ill. He is most kindly remembered in the church which he served in his student days.

The next pastor, Rev. Harvey B. Greene, graduated at the Yale Divinity School in 1891, and was ordained in Fairhaven the same year. He remained there until March, 1893, being next settled in Hartford, Ct., where he remained about a year and a half. On account of poor health he was obliged to give up ministerial work and has since followed a business career. Mr. Greene, who is the son of Rev. Dr. John M. Greene of Lowell, a well known Congregational minister, is a park commissioner and treasurer of the Board of Trade of the city of Lowell. He also conducts a florist's business and has made three visits to the Holy Land for the purpose of collecting the flora of that country. He has done some unique work in issuing booklets of *Palestine Wild Flowers*.

The minister who followed Mr. Greene, Rev. Dorrall Lee, has courteously but absolutely refused all information. The pulpit was next supplied by Rev. William H. Brodhead, who was followed by the present pastor, Rev. Frederick B. Lyman, who graduated at Amherst College in 1897, Hartford Theological Seminary in 1900, and was ordained at Fairhaven in

that year. During Mr. Lyman's pastorate, extensive improvements have been made to the vestry of the church edifice and the church has given manifest evidences of increasing activity and usefulness. Changes many and great have visited this church during the more than a century of its history. The congregations of former days, congregations in which were faces so familiar to many of us, have vanished from our sight, but the church itself remains amid all change, and with reverence witnesses to the permanence of the things that endure.

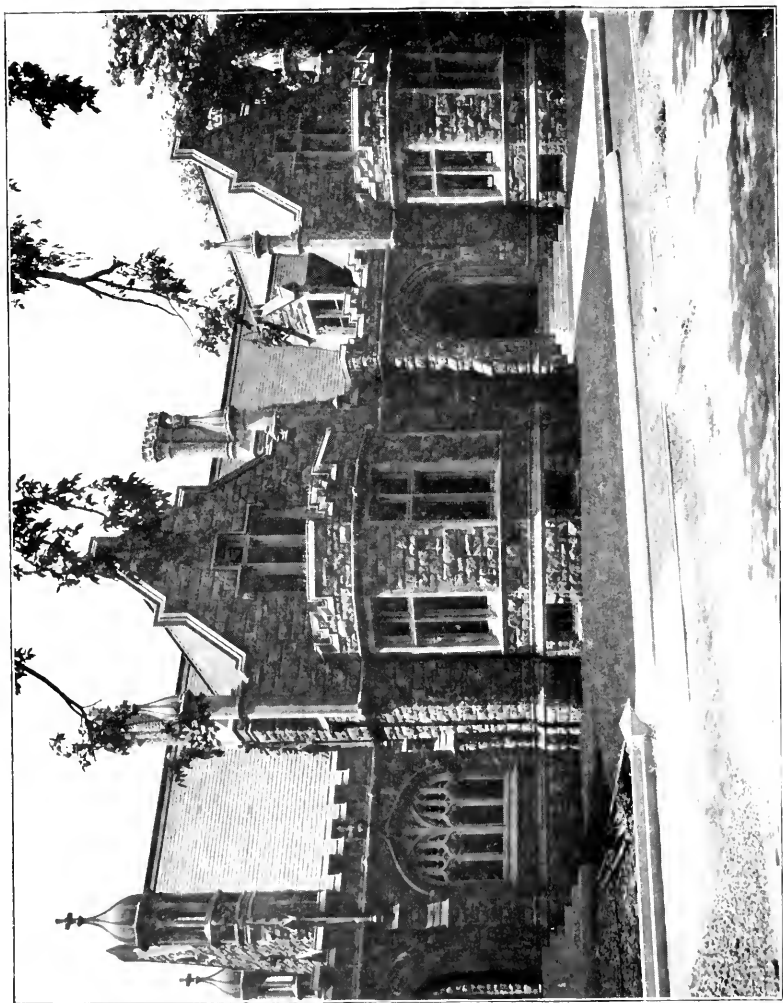
It seems fitting to give here a sketch of one who was not a minister of this town, but whose birthplace it was, and who had throughout his ministerial life an interest in its religious welfare. William Blankenship Hammond, the son of Wilson Hammond and Harriet Blankenship was born in Fairhaven June 5, 1812, and fitted for college at Bangor Classical Institute. He graduated at Amherst College in 1840, and Andover Seminary in 1843, and was ordained at Canton, Mass., June 5, 1844, remaining there until 1849. He was pastor at South Braintree, Mass., from 1849 to 1856, acting pastor at Morrisville, N. Y., 1856-63, Lenox, N. Y., 1863-70. He was pastor at Acushnet Village from 1870-78. On account of failing health he then retired and resided at Rome, N. Y. until his death, Aug. 27, 1900. He was married March 18, 1844, to Louise M. Pond of Clinton N. Y. Mrs. Hammond died June 24, 1880.

The Centre Congregational Church was organized about the year 1841, and began with good prospects. The church edifice was erected in the year just mentioned and was afterward sold to the Methodist Episcopal Church which now occupies it. The church disbanded in 1849 as it became evident that such action was wisest for the promotion of the cause of religion in the community.

Its two pastors were Rev. William Gould and his colleague Rev. Daniel W. Poor. Mr. Gould conducted for a time a young ladies school in Fairhaven and later resided in Iowa and Illinois.

In 1862 he removed to Pawtucket, R. I., where he died in 1871, aged 78 years.

Daniel Warren Poor the son of Rev. Daniel Poor, D. D., and Susan Bultinch, was born in Tillipally, Ceylon, Aug. 21, 1818, and came to the United States at the age of twelve years. He graduated at Amherst College in 1837 and later studied at Andover Seminary. He received the degree of D. D. from Princeton in 1857. Dr. Poor removed from Fairhaven to Newark, N. J., after the Centre Church disbanded in 1849, and was pastor of the High St. Presbyterian Church there until 1869. From 1869-72 he was pastor of the First Presbyterian Church, Oakland, Cal., and from 1872-76, professor in San Francisco Theological Seminary. In 1876, he was elected corresponding secretary of the Board of Education of the Presbyterian Church, with office in Philadelphia, and held this position until failing health compelled his resignation in 1893, when as a mark of appreciation, he was made secretary emeritus of the board. He died in Newark, N. J., Oct. 11, 1897. He was the author of "Select Discourses from French and German", "Baptism not Immersion", and translated Lange's Commentary on the first epistle to the Corinthians. He was married Oct. 21, 1847, to Susan H., daughter of Captain and Mrs. Benjamin Ellis of Fairhaven. While in Newark he was instrumental in establishing three German churches in the presbytery and one in Philadelphia, and in founding the German Theological School now located at Bloomfield, N. J.



UNITARIAN PARISH HOUSE

THE UNITARIAN CHURCH

On November 28, 1819, a few persons in town, dissatisfied with the prevailing Calvinistic doctrines, gathered at the house of Elizabeth Taber in Oxford village, and decided to hold a series of religious meetings under the leadership of Elder Moses How, with the view probably of founding a church of the Christian order, whose doctrine is mainly Unitarian, but whose practice is somewhat similar to that of the Baptists. The Bible was taken as the only rule of faith and practice. The Academy Hall which still stands at the corner of Main street and the New Bedford Bridge, was engaged for the purpose of holding meetings. On Nov. 30, 1820, a church was organized with forty-five members, and on Sept. 4, 1821, Elder Charles Morgridge was ordained pastor. Elder Morgridge was followed by Simon Clough, James Taylor, Frederick Plummer, George Kelton and others until 1830.

On Jan. 11, 1832, a meeting of subscribers to a fund for building a church was held at the residence of Capt. Warren Delano. On Dec. 7, 1832, the Washington Street Christian Church was organized at the house of Elizabeth Adams, and on Dec. 16, the building on the corner of Washington and Walnut streets, which was occupied by the society until 1902, was dedicated. Elder William H. Taylor was the first pastor. In 1834, there was a great accession of members, eighty-six uniting in that year. About this time there was a discussion in the church on the subject of baptism, and a vote is on record that no person should be allowed to join the church unless immersed. This was however soon rescinded. Elder Taylor was followed by Elders John H. Currier, C. Bennett, Joseph H. Smith, David Millard and Charles Galligher. In 1841, the use of the pulpit was granted to Elder William Miller, the exponent of Second Advent doctrine. As a result of his preaching thirty-three persons left

the church, most of whom united with a number from the Methodist Episcopal Church and formed the nucleus of the Second Advent Society. In 1841, Elder Charles Morgridge was chosen pastor. He was followed by Elder Stephen Fellows. The church had now become much weakened and a new and decisive step was resolved upon. It was decided to employ an educated ministry and put itself more in harmony with the spiritual wants and intelligent thought of the age, and in 1844, Thomas Dawes, a Unitarian minister, was chosen pastor. Mr. Dawes was born in Baltimore, Md., March 11, 1818, graduated from Harvard College in 1839, and from the Harvard Divinity School in 1842, received the degree of M. A. in 1843, and was ordained in Fairhaven, Oct. 30, 1844. He remained there until 1853, was settled in South Boston, 1854-61, Walpole, N. H., 1862-65, Nantucket, 1865-72. In 1872, he became pastor of the Unitarian Church in Brewster, Mass., which position he still holds, an honored veteran in the service, at the age of eighty-five. Mr. Dawes married Lydia, daughter of Mr. and Mrs. Ezekiel Sawin of Fairhaven. Great improvements in the house of worship were made during the pastorate of Mr. Dawes, and the changes made at that time left the general appearance of the building such as it has remained up to the time of its remodeling for a schoolhouse in 1902. In 1856, a call was extended to Rev. Courtland Y. De Normandie and he was duly installed on Sept. 10, of that year. Mr. De Normandie graduated from Meadville Theological School in 1852, was ordained in Brooklyn, Conn., and was pastor there until 1856. He remained in Fairhaven until April, 1869, since which date he has been settled in Laconia, N. H., and Kingston, Mass. Mr. De Normandie has been thirty years minister of the First Parish in Kingston.

He was succeeded by Rev. Ellery Channing Butler. Mr. Butler studied theology in the Meadville Theological School, was ordained in Fairhaven, Oct. 26, 1869, and remained there about three years. Mr. Butler went from Fairhaven to Beverly,

Mass., where he remained a number of years and from which place he went to Quincy, Mass., where he is now pastor.

The next pastor, Rev. Alfred Manchester graduated at the Harvard Divinity School in 1872. He was ordained in Fairhaven, Jan. 9, 1873, and was settled there until Dec. 31, 1877.

He was pastor of the Olney St., Congregational (Unitarian) Society, Providence, R. I., from 1878-1893, of the Independent Congregational (Unitarian) Church in Barton Square, Salem, Mass., from 1893-1897, since which date he has been pastor of the Second Church in the same city.

Mr. Manchester was followed by Rev. James Monroe Leighton, who was ordained in Fairhaven, April 10, 1878. Mr. Leighton was born Oct. 12, 1848, at Waterboro, Maine, and was a special student at the Meadville Theological School in 1876 and 1877. He remained in Fairhaven until October, 1891, going thence to Wolfborough, N. H., where he was pastor for a short time, and from there in 1893 to Belfast, Maine, where he remained as pastor until his death, April 23, 1901. "Refined, modest, gifted with ready tact, he had the happy faculty of not antagonizing men, and still was firm in his advocacy of what he believed to be right."

"Yet Love will dream and faith will trust,
(Since He who knows our need is just,)
That somehow, somewhere meet we must.
Alas for him who never sees
The stars shine through his cypress trees!
Who, hopeless, lays his dead away
Nor looks to see the breaking day
Across the mournful marbles play!
Who hath not learned, in hours of faith,
The truth to flesh and sense unknown,
That life is ever Lord of Death,
And love can never lose its own."

Mr. Leighton was followed in 1891, by Rev. Don C. Stevens, who resigned in 1893 to become librarian of The Millicent

Library, which position he held about eight years. He removed from Fairhaven after his resignation from that post.

The next pastor, Rev. H. L. Buzzell, was ordained in Fairhaven, Oct. 30, 1893, and remained there until Oct. 1, 1896. Mr. Buzzell spent two years at Bates College and graduated at the Meadville Theological School. He is now pastor of the Church of the Saviour (Universalist) Nicholson, Pa. The present pastor, Rev. William Brunton, was educated in England and has had several pastorates in that country and in America. Mr. Brunton received a degree from the Harvard Divinity School in 1879. He began work in Fairhaven, Nov. 1, 1896. The closing words on the history of this church bring us to the one event which is most prominent in the church life of the town at this time, the erection of the new church edifice. A loving memorial to an honored parent, from one who has evidenced in such distinguished ways his regard for his native town. As one reflects upon the exquisite beauties of the cathedral in miniature whose walls are rising upon a site already made beautiful by former owners, the mind refuses to deal in terms of material values. These will be recorded by other pens than mine. It is better that we listen to deeper tones which breathe from the sculpture and the tracery, from the softened light and the enduring stone, telling us that the age of religious faction and strife is brightening into a wiser and a better day.



METHODIST EPISCOPAL CHURCH

THE METHODIST EPISCOPAL CHURCH

In the year 1820, a Methodist Episcopal Church was organized in New Bedford and attracted to its services and membership a number of residents of Fairhaven, in which town there was occasional preaching by the minister in charge. In 1829, it was decided, upon request, that a chapel should be erected for the benefit of the Fairhaven members, and the building now occupied by the town as a High School, on Main street, north of the bridge, was built and opened for public worship in June, 1830. The dedication sermons were preached by Rev. Orange Scott and Rev. John Livesey. The society continued to be a branch of the one in New Bedford until 1832 when a distinct organization was formed. On Aug. 30, 1832, the following named persons were chosen as a board of trustees: Joseph Millett, James Tripp, 2nd, John P. Winslow, Joseph P. Swift, Dennis McCarthy and Warren Maxfield. In the year 1849, the substantial church edifice at the corner of Centre and Walnut streets, erected by the Centre Congregational Church in 1841, was left vacant by the disbanding of that organization. The matter of purchase by the Methodist Episcopal Church was immediately considered and soon effected and the building was occupied that year. Various improvements to the house of worship have been made from time to time, the most extensive of all having just been completed in the present year.

The interior of the church has been practically renewed, an addition having been built for the organ, new pews put in, the audience room redecorated and additional space made for parish purposes. A most interesting fact in the history of the house of worship is the return to it of the organ, enlarged and renewed, which was the property of the Centre Congregational Church and which, when that organization was dissolved, was disposed of to the Unitarian Church. After being in the possession of the

latter society over fifty years the organ returns in this year, 1903, to its original home as a gift. The official appointments to the ministry of this church have been as follows: 1830-31, Rev. William Livesey; 1831-32, Rev. Leonard Griffin; 1832-34, Rev. Nathan Paine; 1834-35, Rev. Lewis Janson; 1835-36, Rev. Daniel K. Banister; 1836-38, Rev. David Leslie; 1838-39, Rev. Henry Mayo; 1839-41, Rev. Apollos Hale; 1841-43, Rev. Isaac Stoddard; 1843-44, Rev. Nathan Paine; 1844-45, Rev. John W. Case; 1845-46, Rev. Daniel Webb, supplied by G. W. Brewster; 1846-48, Rev. Micah J. Talbot, Jr., 1848-49, Rev. Henry Baylies; 1849-51, Rev. Samuel C. Brown; 1851-53, Rev. Horatio W. Houghton; 1853-55, Rev. Richard Livesey; 1855-57, Rev. William H. Richards; 1857-58, Rev. Bartholomew Otheman; 1858-59, Rev. James M. Worcester; 1859-61, Rev. John B. Husted; 1861-63, Rev. Edward A. Lyon; 1863-65, Rev. William Livesey; 1865-68, Rev. Henry H. Smith; 1868-71, Rev. Frederick Upham, D. D.; 1871-73, Rev. John Gray; 1873-75, Rev. Hopkins B. Cady; 1875-78, Rev. George De B. Stoddard; 1878-79, Rev. Daniel C. Stevenson; 1879-80, Rev. Francis D. Sargent; 1880-83, Rev. George E. Fuller; 1883-84, Rev. E. L. Hyde; 1884-86, Rev. Henry J. Fox, D. D., 1886-89, Rev. William F. Davis; 1889-91, Rev. W. Lenoir Hood; 1891-93, Rev. Nathan C. Alger; 1893-95, Rev. George A. Sisson; 1895-96, Rev. William S. Fitch; 1896-1902, Rev. S. E. Ellis; 1902-Rev. M. B. Wilson.

Frederick Upham, son of Samuel Sprague Upham and Anna Foster, was born in Malden, Mass., Oct. 4, 1799, and died in Fairhaven, March 20, 1891. He received his first appointment in the ministry of the Methodist Episcopal Church in 1821, officiating as junior preacher on the Scituate circuit which included all the towns from Plymouth to Dorchester. He was stationed at different times on Marthas Vineyard, in Sandwich, Bristol, Provincetown, Fall River, Newport, Providence, Taun-



SECOND ADVENT CHRISTIAN CHURCH

ton and Fairhaven, which town he chose as the permanent place of residence of his old age, and where he resided until his death, honored and revered by the entire community.

On the occasion of his ninetieth birthday, it was stated that he had been nearly seventy years in the ministry, sixty-three of which had been in effective relations with what is now the New England Southern Conference. He was presiding elder from 1837-47, was a member of four general conferences and and received the degree of D. D. from DePauw University in 1855. He was granted superannuated relation in 1883. Dr. Upham married Deborah Bourne whom he survived several years. The only child of Dr. and Mrs. Upham, Rev. Samuel F. Upham, D. D., is well known as a professor in Drew Theological Seminary. The writer regrets that he has not secured a biographical sketch of Rev. Henry J. Fox, D. D., who was pastor of the Methodist Episcopal Church from 1884-86. Dr. Fox was born in Hull, England, in 1821, came to America when twenty-three years of age, and spent his latter years in Fairhaven where he died Nov. 5, 1891. A courteous and kindly man, refined in manner and scholarly in taste, he possessed the affection and esteem of the community and died lamented by a much wider circle than that to which his ministerial labor had been given.

THE ADVENT CHRISTIAN CHURCH

The history of Second Advent preaching in Fairhaven dates from the year 1841, when Rev. William Miller, founder of Adventism, preached in the Christian Baptist Church.

The records of the church have not been carefully preserved and it has been for long periods without a pastor. Regular services have however been held continuously by a faithful con-

gregation for many years, although at one period no preaching was maintained. The present house of worship on William street, formerly known as Sawins Hall, after being purchased by the society, was dedicated Nov. 10, 1866. It has recently been very greatly improved. Ministers who have served the Church have been Rev. Messrs. J. W. Thomas, G. F. Haines, O. L. Waters, L. F. Reynolds, and the present pastor, Rev. George M. Little.

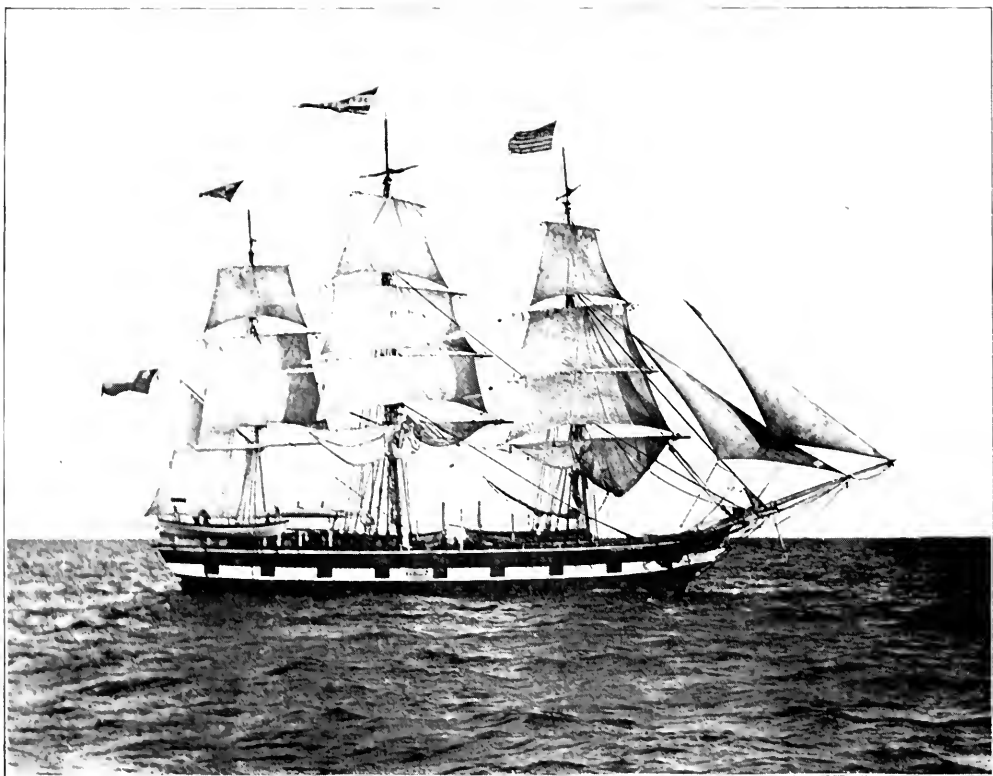
THE SOCIETY OF FRIENDS

During the early days of old Dartmouth and for many succeeding years the influence of the Society of Friends upon its religious and social life was an important one.

This influence has been very much less in Fairhaven than in other parts of the ancient town. In the city across the river, the Society commanded an influence and prestige which was never acquired by the Fairhaven Friends. There was no meeting house in the present limits of the town until 1849, when the plain house of worship on Bridge street was erected. The number of worshipers here has always been small.



FRIENDS MEETING HOUSE, BRIDGE STREET



WHALER OUTWARD BOUND

CHAPTER IV

COMMERCIAL AND INDUSTRIAL HISTORY

By CYRUS D. HUNT

JOHAN COOKE, the original settler of Fairhaven, came to Plymouth with his father in the Mayflower.

He was about fifteen years of age when he landed on the shores of America.

As a boy he must have been an active participant in the varied experiences through which the Pilgrims passed.

Embarking at Delft Haven and sailing to Southampton, the return to Dartmouth and again to Plymouth, the abandonment of the misnamed "Speedwell" and the voyage across the tempestuous ocean to the shore of the new world, he passed through the terrible sickness of the first winter, when half of the one hundred died.

He must have witnessed the interviews with the Indians and have become conscious of the superiority of the English, which no doubt made him indifferent to the danger to which he and those with him were exposed, by severing his relations with those he left behind when he came to Fairhaven.

John Cooke was a man of note among the first settlers.

He was made a freeman in 1633; he was then 28 years old.

The next year he married Sarah Warren, one of the daughters of Richard Warren who came over in the Mayflower.

In 1653, he was a deputy to the General Court, and was appointed by the Court to adjust the disputes between the Dutch

and English who were clashing in Connecticut. He was deputy at the General Court in 1655 and 1656.

He left Plymouth in 1659, and travelled by way of Middleboro. He had been married twenty-five years and had a family of four daughters. Of these four daughters, one married a Mr. West, from whom West Island was named, another married Thomas Taber, and a third married a Mr. Hathaway.

It is said John Cooke had a great desire to possess islands.

At the time of his leaving Plymouth, cattle, including horses and oxen, cows, sheep and hogs, also fowl, were quite numerous in the colonies, and he no doubt took with him a number of each, as he was reported to be possessed of his share of this world's goods, which, at that time, meant not deposits in banks nor certificates of stocks, but lands and cattle and a spirit of industry to utilize the agricultural products of his lands.

John Cooke and his family formed quite a company, setting forth with his personal property to found a new home in the wilderness: at that time it must have taken several days journeying the 25 miles from the shores of Plymouth to the banks of the Acushnet, where he was to carve out for himself and those who followed him, a new home.

The land through which he travelled was covered with forests which Winslow says were free from bushes as the Indians burned them every year to permit the grass to grow, therefore traveling among them was comparatively easy. The first work of John Cooke then was the cutting down of the trees and clearing the land for cultivation.

That required hard work, and a great deal of it. As one contemplates the miles of stone walls that were built by the early settlers, from the stones gathered from the land to make it suitable for cultivation, and to form division lines, they speak volumes of the patient industry and long hours of toil that were expended, to clear the land and prepare it for the plow of the husbandman.

The cost of clearing land today by manual labor, the men



WHALER AT HOME PORT - DISCHARGED

working ten hours a day, gives some idea of the value of cleared land, and furnishes some conception of what the early settlers had to do to put it in condition to be cultivated.

Arriving here, John Cooke selected as his homestead, the land now embraced in the north part of the town. He built his house on that portion of his homestead nearly east of Mr. John H. Howland's house, and to the east of Adams street. About one thousand feet west of his house, towards the Acushnet river, he built a block house as a place of protection from the Indians; the block house was probably located on that spot, because of its proximity to a spring of water that would afford them a supply. The foundation of the block house was levelled some years ago; it is just north of Howland road, while the spring is to the south of it.

During King Philip's war, John Cooke, with his family and those living in the vicinity, took refuge in the block house, and were saved from the massacre, but five of his people were killed, among them John Cooke's nephew and his wife.

Mr. John H. Howland, who is the owner of the land on which the block house was built, has generously deeded the historic spot to the Improvement Association of the town, thus emulating the noble spirit that is influencing many of our wealthy men of these times, when more wealth is given in public donations, than could have ever entered the minds of the original settlers that this country would ever possess.

As one stands on the spot today on which his house was located, he sees a beautiful valley lying to the east, where are nearly fifty houses affording homes to the present occupants of the land. A good deal of it is well cultivated, and affords a pleasing sight. To the west, is seen the Acushnet river upon whose western bank have been erected the great cotton mills, the hum of whose busy machinery, with more than a million spindles, can be plainly heard as it spins and weaves the cotton and con-

verts it into merchantable forms, furnishing employment to many thousands of industrious workmen.

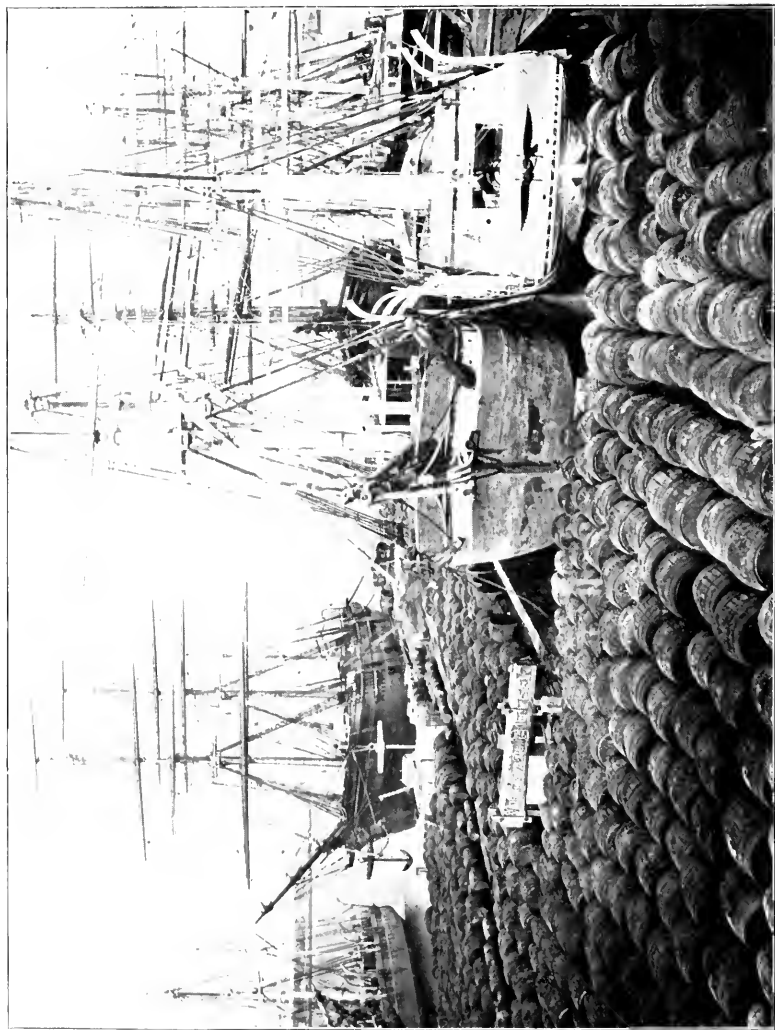
The location is an ideal one, and reflects credit on the judgment of John Cooke for his selection.

In view of the industry he was to pursue,—that of agriculture—and to security from the Indians, although he probably had little fear of them, it would seem no better location could have been selected for his home than that he chose.

The first employment of the early settlers was farming, and that business, at that time, meant hard and incessant work for the men who cultivated the ground, as well as for the women in the house who cared for the family's wants.

From the settlement of John Cooke, down to the beginning of the whale fishery, farming was the chief business and productive industry of the people, and unlike the farming of today, little machinery was used to aid the farmer in his daily labor. After the importation of cattle, plows were used to break up the soil, and it is said the Indians were amazed to see what an extent of ground could be broken up and prepared for planting by a plow and a yoke of oxen,—yet the plow of that day is described as a clumsy affair. At that time, strong men, capable of endurance, were the necessary requirements, and work from sun to sun the rule.

It is proper to state that the well-to-do farmers of this section were the most independent class of people that could be found anywhere on the face of the earth. They had come here to be independent, and their conditions permitted the exercise of that spirit. They owned the land they cultivated; that land furnished them the food they required; corn and oats, rye, barley and wheat. Of vegetables, potatoes and onions, squashes and pumpkins; for potatoes, though unknown to the aborigines in this section, were early brought from Virginia and were probably quite plentiful by the time under consideration. Of cattle, each farmer had his oxen and horses, for the latter were suf-



WHARF SCENE IN WHALING DAYS CARGO LANDED

ficiently numerous to afford the soldiers a number for calvary during King Philip's war,—and sheep supplied the wool required for clothing, while their cows furnished them with milk, butter and cheese. Some of them even owned their own grist mills and ground their own grain; even tanned their own hides and made their own leather; thus being able to supply their every want; the farming then was done by hard work, and it developed a hardy robust class of men who were proud of their inheritance and worthy descendants of a noble ancestry.

The situation of Fairhaven, its riparian rights, its good harbor and its sinuous shores on the noble bay whose waters abound in edible fish, has had much to do in forming the industrial character and in determining the employments of its people.

Its location attracted such people as found in its surroundings opportunity for congenial occupations, and moulded those whose previous vocations had been of a different nature, who, yielding to the influence of association, engaged in the business for which the situation of the town was peculiarly adapted: so we find its enterprising citizens early engaged in the whale fishery,—and this was the principal business of Fairhaven, until a new and more prolific source of oil was discovered to supply the wants of the world.

Both, William Bradford, the second Governor of Plymouth Colony, whose manuscript was so unexpectedly and fortunately found and brought here to this country from England, and "Mort" in his "Relations", mention the whales they saw in great numbers while lying in the harbor of Provincetown during the months of November and December of the winter of 1620. Mort's "Relations" mentions the great schools of whales as a promising source of employment and of supplies for the oil they would produce, prophetic of the future of this immediate locality.

As an industry, whaling had been engaged in by the English as early as Alfred the Great, and the old Northmen followed

and captured the whales, not only for their oil but also for the food they furnished. The Portuguese were noted for their marine adventures; they followed the whales along the coast of Africa, and a Portuguese navigator as early as 1486, six years before Columbus discovered America, had sailed down the western coast of Africa and around Cape of Good Hope.

So the prosecution of whaling was not a new industry, but simply improving the opportunity which was presented to the people of this locality.

Whales were numerous within a few miles of this "Goodly harbor", and so soon as this section became settled and the needs of the people permitted, they embarked in the whale fishery. This required the building of vessels, small at first, but gradually larger and larger, as the pursuit of the whales required longer voyages to capture them. The building of vessels required the cutting and hewing of timber, the hauling of it to the ship-yards, the work of blacksmiths, of ship carpenters, of caulkers, and painters; to fit the ships, rope walks were built and operated; riggers and sail-makers employed and many coopers required to make the casks to receive the oil that resulted from the trying out of the blubber of the whales.

Oxford seems to have been the locality selected for the building of the vessels, but after the bridge was constructed 1796-1797, ship building was transferred below the bridge, and many vessels were built along the shore to be sent out in pursuit of the leviathans of the deep.

The last vessels constructed in the town were at Blackler's ship-yard just north of the American Tack Co. works; but the time had come for a change in the industries of the town, not that farming was to be abandoned, but with the introduction of petroleum as an illuminant and its use as a lubricant, the demand for whale-oil slackened just as whales were becoming scarcer, and the cost of whale oil more. Whaling attained its greatest importance, as the industry of this town, in 1854, when there



GRANITE WHARF, MARINE RAILWAY

were, it is reported, some fifty vessels sailing from Fairhaven engaged in the whale-fishery, but, just as after about one hundred years were devoted to farming, from 1660 to 1760, so after about a century of whaling, a change was to be inaugurated in the pursuits of the people, and manufacturing was to take the place of that industry in which the people of the town had shown remarkable enterprise, pluck and courage in the prosecution of the business, and it had brought to them the wealth that was well earned and was their just reward. This change was hastened by the destruction of many of the whaling ships by the rebel cruisers, built and equipped in England, and sent forth to prey on the defenceless vessels engaged in their peaceful pursuits on the seas. The Florida, Alabama, Shenandoah, and other rebel cruisers, captured and destroyed some 46 whaling vessels, several of them belonging to this town; from this serious blow to a profitable industry, Fairhaven never recovered, and her enterprising men lost the capital invested in whaling. With business prostrated, the people struggled for a time with the adverse circumstances by which they were surrounded, and might, in a measure, have regained what had been lost; but the progress of events decided otherwise. Petroleum oil could be obtained without fitting out ships at a great cost, and assuming the risks that attended the procuring of oil from the whale; and the progress of the race had reached such a stage that whale oil would not supply the needs of advanced civilization.

The largest quantity of oil brought into New Bedford during any one year was in 1853, when, statistics inform us, there were 428,000 bbls., which, with the 3,966,500 pounds of whalebone was valued at over \$10,000,000. What a contrast with the production of oil today! For the consumptive demands, required for lighting and heating, and for lubricating the machinery, that is being operated in this country, the greatest quantity of whale oil produced, a little more than a thousand barrels a day, would not be sufficient to lubricate the axles of the cars on our railroads

that carry the millions of passengers, and haul the prodigious quantities of freight that is transported over them.

Whence comes this wonderful fluid that flows up from the wells bored into the earth? Whence its origin and what its permanency? Is it the mother of the coal we now use? And will it continue to supply our wants? No one can contemplate the liquid and think of its use without marvelling at what may be its origin, and what it has done, and what it is doing and is destined to do. Some geologists tell us it is the product of marine animals, millions of whales, perhaps; others that it is generated by the catalytic action between the carbonate of lime which forms the cap rock over the oil sand, and the sulphate of lime that forms its base. Inasmuch as these two minerals contain the necessary elements for forming oil, carbon and hydrogen, the latter theory, it would seem, is the more reasonable; but whatever its origin, it exists, and its use is producing a revolution in the industrial and commercial world as it has in the domain of finance.

It has supplanted whale oil as an illuminant and lubricant, and is taking the place of coal for generating power.

The great trans-continental railroads, with their lines reaching the oil fields of Texas and California, are using the oil to generate steam to drive their giant locomotives as they speed across the continent; and the big steamships find it a better fuel for their use than the coal it is supplanting. Even one of the enterprising citizens of this town makes use of it to drive his engine to saw wood for the public, when the strike of the miners makes wood a substitute for coal.

The former wealth of Fairhaven, lost by the failure of whaling, is returning, phoenix-like, in other and more beautiful forms, and in industries more congenial, constructive and beneficial.

But we cannot leave the whale industry, which has been the source of this section's wealth and the foundation of its present

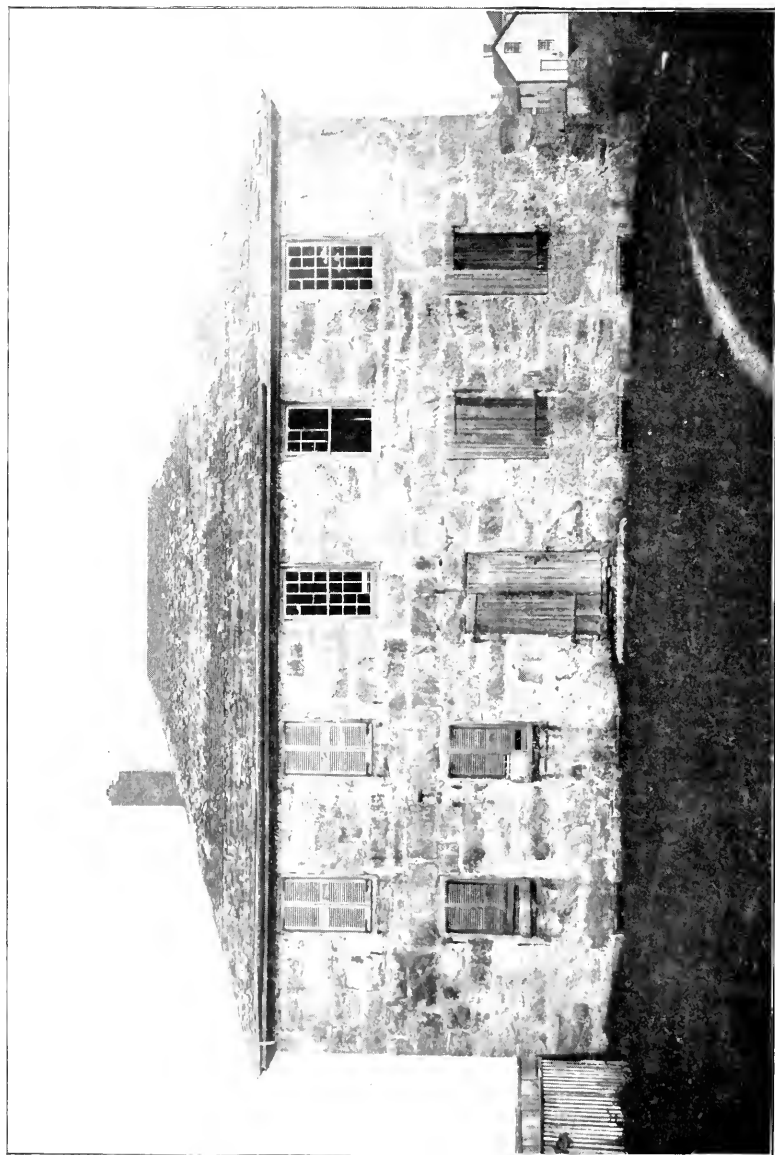


OLD WIND MILL—FORMERLY NEAR THE FORT

prosperity, without paying a merited tribute to the enterprise of the business men who built the ships, furnished them with the supplies and sent them forth on the great ocean in search of the oil contained in the whales; oftentimes the venture was a total loss, for the vessels visited seas that were unknown to the mariner, and no chart pointed out the dangerous reefs or hidden rocks that might lie in their way—and what meed of praise is not due to the brave officers and crews of the vessels that sailed forth on the treacherous seas in search of their prey. Poets have sung of the heroes who fought the battles of the past, and have crowned them with glory for the mighty deeds of valor done by them; but they met beings of their own size and their own kind; while the whalers were to meet a foe in his own element, in small boats which he could crush in an instant with his ponderous jaws, or could break in pieces by a stroke of his flukes or a blow of his tail. To approach such an animal in his own domain, to capture and secure him for commercial purposes, not for glory, nor for conquest of territory, nor under the excitement of battle, but calmly and deliberately, required skill as well as great physical courage, that is worthy of the highest praise and deserving of the greatest honor from those who appreciate merit and recognize manly worth.

The ships visited every sea in search of whales, and endured every climate from the heat of the tropical sun to the Arctic regions where the sun does not sink below the horizon during the long summer day, nor rise above it through the dreary night of winter. No sea was too distant for the whalers, if there they could find the object of their pursuit, and no risk too hazardous for those intrepid men. And it was not always alone they were permitted to peacefully pursue their vocation, for sharp and keen competition sometimes entered into the pursuit of the whales. Starbuck gives many very interesting accounts of the rivalry and sometimes strategy between and among the ships that were seeking the same object.

He relates one instance as follows: "Many years ago an English, a French, a Portuguese and an American ship lay becalmed within a radius of a mile of each other in the South Pacific, when a whale was 'raised'. With the celerity peculiar to whaling, a boat from each ship was down and in pursuit. The American whaler is the only one who attends exclusively to his own duty; the oarsman leaves the watching of the whale to his officers and tends strictly to his oars. The boatsteerer of the American boat in his account of this international race said: 'Placing the palm of my hand under the abaft oar, while with my right I guided the boat, and at each stroke threw a part of my weight against it, our boat would 'skim the water like a thing of life'. A few moments from the start brought us up with the Portuguese. The crews of the four ships were witnessing the chase; the excitement was tremendous. Our shipmates cheered us as we came up to the first boat, and as we passed her the whale again made its appearance. Singing out to the men 'There she blows! right ahead. Give way, my boys, etc.', we were soon alongside the Frenchman. The Frenchman was too polite to oppose us, and we passed him with ease. The English boat was now about ten rods ahead of us, and the whale about one and three-fourths of a mile. Now came the trial. The English boat was manned by the same number of hands as ours, and seeing us pass the other boats, their whole strength and force were put to their oars. We gained on them but slowly, and such was the excitement of the race that we were in danger of passing over where the whale last 'blowed'. At this moment, the English boatsteerer noticed the manner in which I had placed my left hand and weight against the (abaft) oar. Instantly laying hold of his own in like manner his first effort broke it short off at the lock. Thus disabled he gave us a hearty curse as we shot by him like a meteor. We had been so excited with the race that we had lost sight of the whale, but as luck would have it, at this instant she



OLD CANDLE HOUSE—FORMERLY AT NORTH END OF MIDDLE STREET

‘blowed’ but a few rods ahead. In a moment we were fast and all hands stern.”

“That whale stowed us down eighty-five barrels of oil and shortened our voyage two months.”

THE BEGINNING OF MANUFACTURING

While yet the whaling industry was flourishing, the first distinctive investment in manufacturing was made, and the buildings subsequently occupied by the Fairhaven Iron Works were erected on Laurel street. The business engaged in, was the manufacture of cotton bagging and cotton cloth. It was prosecuted but a few years, when the Fairhaven Iron Works took possession of the buildings for a foundry and machine shop. This latter business was the pioneer in the transition from the whaling to a successful manufacturing community, and it established a reputation for superior quality of castings that it still retains, and the Fairhaven Iron Foundry Co. is today one of the flourishing industries of the town, furnishing employment to from 35 to 40 hands, and sending its products to many parts of the country.

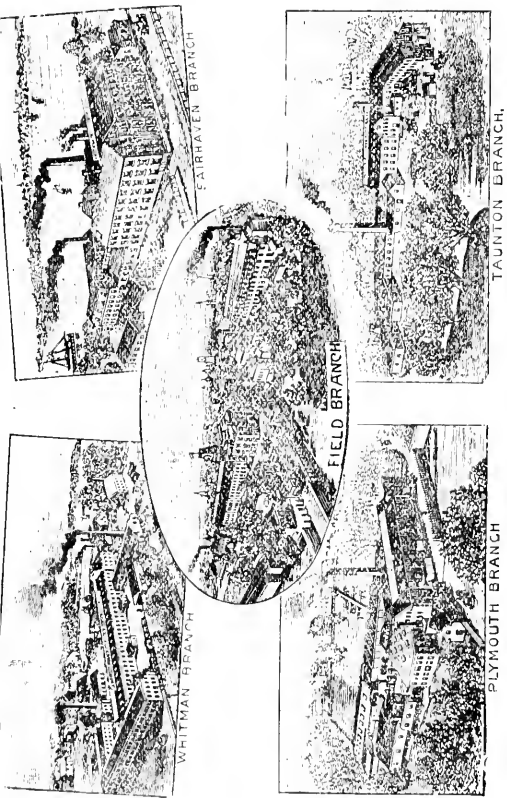
In 1864, the American Nail Machine Co., of Boston, bought the Rodman property on Fort street, including some twenty acres of land, the large buildings that had been used for the manufacture of spermaceti candles, and the stone wharf that had been built to accommodate the largest whaling vessels during the palmy days of that business.

The making of spermaceti candles was one of the profitable auxiliary industries that had furnished the people with employment, but with the decline of whaling that disappeared with it. By making some changes in the interior of the buildings, which were of stone and substantially built, they furnished quite commodious and suitable accommodations for the manufacture of tacks, and such other goods as were germane to it.

The Company was organized to build and operate patented nail machines, which were invented by two mechanics to secure a self-feeding nail machine. At that time, there were in operation in New England over 1000 nail machines, which were producing nearly all the nails which were then made in the country. The Bridgewater, Wareham, Weymouth, East Taunton, Somerset, and Fall River, being the principal locations of the mills, all of above, except Somerset, which was not started until 1856, were located where water could be used as the power to drive the mill machinery to make the plate, and the machines for cutting the nails. The location at Somerset was made after steam had become the factor for driving machinery. These 1000 nail machines required, at the time of the invention of the automatic feeding machine, a feeder to each machine, the feeders earned on an average \$1.25 a day. It was therefore costing over \$1200 a day for hand labor, and it was to supplant this hand labor by automatic feeding that the self-feeding machine was invented. To save one-half of this \$1200 a day was the object sought.

It is a remarkable coincidence, that the first certificates of the Fairhaven Bank, organized in 1831, should have on them a cut representing a nailer and a nail machine, the nailer feeding the machine by "turning plate." It was to substitute mechanism for this hand feeding, that incited the builders of the double heading nail machine to construct the machine, the patent for which formed the basis of the American Nail Machine Company, and this was the foundation of the American Tack Co.

At that time, Fairhaven presented a different appearance from what it does today. The whaling business was nearly dead, only two vessels were fitted out for whaling; those who had been engaged in the business had lost their property, the wharves which had presented a scene of activity during the prosperous era of whaling, were silent and deserted, yet there were a few men at work building vessels at Blackler's ship-yard, and whale-boats were still built at the shops whose reputation for superior



GROUP OF ATLAS TACK CORPORATION'S FACTORIES



ATLAS TACK COMPANY'S FACTORY 1902

boats secured them orders for the few vessels that were still fitted out at New Bedford: but the life of the business had been quenched by the Confederate rebel cruisers, and the supply of petroleum oil, the refining of which on a small scale, was done in Fairhaven as a natural result of the familiarity of the people with oil; but even the refining of oil was destined to be done where it could be handled in large quantities, and the refining cheapened because of such quantities, and the proximity of the producing fields and the markets—so gradually whale-oil was displaced, both as an illuminant and a lubricant, yet for certain kinds of machinery no kind of oil has yet equalled sperm oil.

Gradually the new industry made itself felt in the town, and the natural repugnance of the people to manufacturing because of mill operatives, who were necessarily brought into the town at the outset, was overcome, for the skilled workmen, who accompanied the advent of the business, were men of intelligence and good morals, and their quiet demeanor and attention to business, secured the respect of the citizens, and elicited the encomium from no less a man than Capt. John A. Hawes, to the manager: “You are entitled to the thanks of the citizens of the town for the kind of men you brought into it.”

Capt. Hawes knew whereof he spoke, for he had several of them as tenants in houses which had been vacant before the starting of the tack works.

By the purchase of several small concerns, the Tack Company removed competition, and took the field to itself—but the most important purchase made was that of William S. Guerineau, of New York city. He had succeeded to the business of Arby Field who started in the manufacture of tacks in New York in 1824. By this purchase, the complaints of the old manufacturers, that the tack company of this place was an interloper, was effectually silenced for Arby Field was an older manufacturer than his brother Albert, of Taunton. But though their taunts were

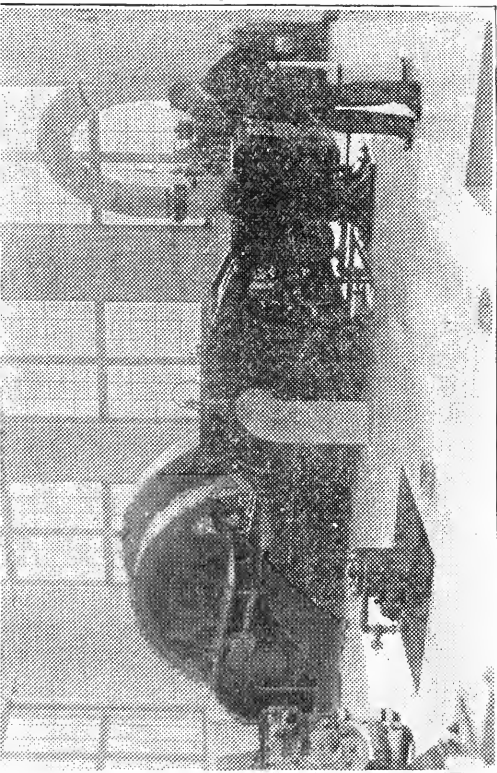
silenced, their efforts to keep the American Tack Company out of the market were not in the least relaxed, nor their determination to compass its defeat abated. But the local company adopted original methods of selling its goods, and sought the trade of the small buyers and consumers. This course baffled the old manufacturers and secured a permanent line of customers whose purchases, though small singly, netted larger profits than could be obtained from the jobbers and large dealers.

By close attention to the requirements of the trade, and the most rigid economy of manufacture, the business grew gradually year by year until the company operated 130 tack machines and fifty auxiliary machines, making it the third in production and sales of its goods, in the country.

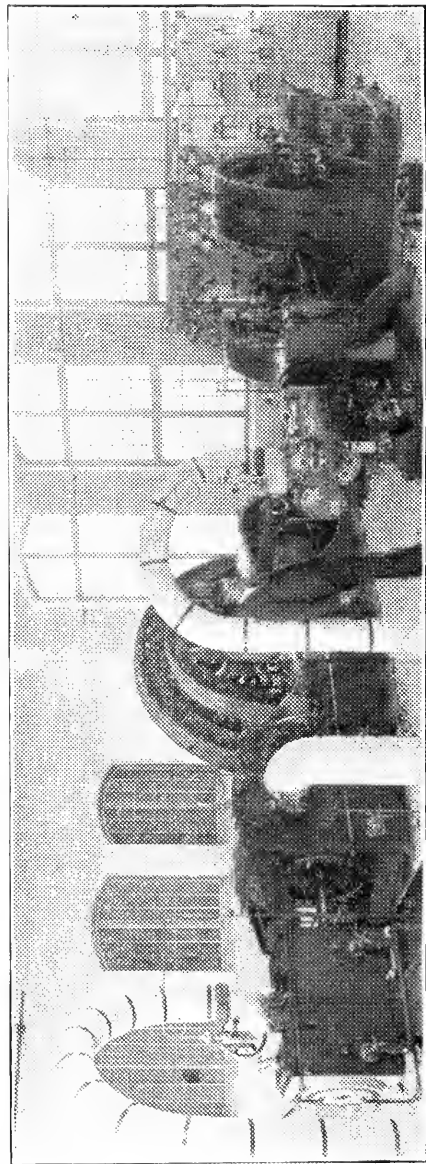
The general tack business had been managed by a combination of the manufacturers, and the law of supply and demand recognized; the supply being restricted to the consumptive demands of the period. By this measure, stable prices were maintained and good profits realized. This is the basic principal upon which all trusts should be organized, and is essential to the successful prosecution of all productive industries.

But by 1880, several new tack concerns had started, and were running independent; it became necessary, therefore, to adopt more stringent measures than had been effective, and the Central Manufacturing Company was organized. Every tack concern in the country was merged in this trust, including the Judson Manufacturing Co., of Oakland, Cal., and for two years it controlled the business; but the workmen at some of the factories, became ambitious to be manufacturers themselves, and before four years had elapsed, 54 new tack concerns had started up, some to manufacture goods, others to be bought out. Several were bought, others subsidized and controlled.

This policy was pursued until more new concerns were started, than were silenced, and in the spring of 1886, after four years of effort, when the original number 39, had grown to 93



SMALL ENGINE ROOM ATLAS TACK CO



LARGE ENGINE ROOM--ATLAS TACK CO.

tack concerns, the Central Manufacturing Company was dissolved, and sharp competition ensued. Let it be said to the credit of the workmen of the American Tack Company, not one of its skilled workmen engaged in destroying the industry, but stayed loyally by the company, and by the business that furnished them employment.

For twenty-one years, from 1865 to 1886, the relations between the management and the employees were cordial and harmonious. The readjustment necessary after the dissolution of the Central Company, brought the Knights of Labor into the industrial field, and the first signs of discord appeared resulting in a strike of the tack makers ordered by their Union.

Informed of the strike, Mr. Beauvais, the Treasurer, said: "Shut down the mill if it takes a year." But that would have ruined the business, so no shut down, but the mill continued to run, although the company was boycotted for three years by the then powerful organization of Labor.

But the company had a large export trade unaffected by the edict, so found a ready market for its products and established the right of the owners to control their own property.

In 1891, the five largest companies were merged into the Atlas Tack Corporation, which was subsequently reorganized as the Atlas Tack Company, and the present extensive buildings erected. Here in this great mill the best machinery of the old companies was concentrated and the most modern and improved machines built to fill the mill.

Fairhaven today can justly boast of the largest and best equipped tack mill in the world; furnishing employment to some 450 hands, and sending its products to every civilized country in the world.

Thus from the modest beginning of forty years ago, the business in this town has grown to its present proportions and is justly the hope and pride of its people.

THATCHER BROTHERS

MANUFACTURERS OF DIAMOND FINISH CUT GLASS

Mr. George T. Thatcher began the business in a very small way on Purchase street, New Bedford, about 1890, with two cutting frames. In a very short time six more frames were added. In 1891, Mr. Richard Thatcher bought an interest in the business, and it was then carried on under the firm name of Thatcher Bros., and was moved into the old Hathaway, Soule & Harrington Shoe Factory, on Second street, where more frames were added, making thirty in all. After three years, it was seen that those quarters were not large enough for their fast increasing trade, and the firm decided to build a factory for their use.

The site in Fairhaven, where the present factory is located, was selected, as it gave them direct drainage into the river which was considered necessary on account of the deposit of silica and lead of which the glass is composed.

Formerly the blanks in a rough state were imported direct by the firm, from England, on account of the purity of color of the glass, which is a great factor in the trade.

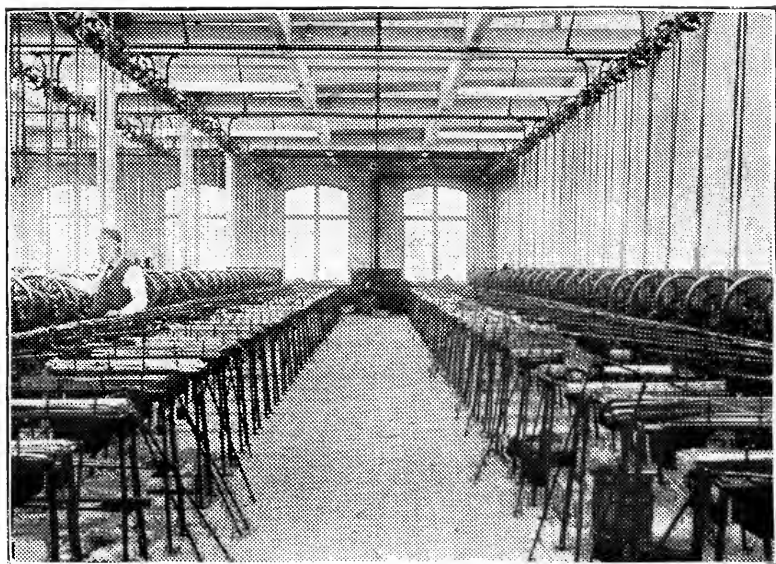
Of late, the product of the American manufacturers is superior to the imported, and the firm now use the domestic blank.

About four years ago, a blowing furnace was added to the plant and carried on until the increased cost of fuel made it impossible to make blanks with any profit in a small plant.

The firm employ from fifty to seventy hands; both members are practical workmen and not afraid to soil their hands with hard work. The product of the factory is sold all over the country, and is well known for its richness in designs, purity and brilliant polish, which gives it its name of Diamond Finish Cut Glass.

E. G. SPOONER

Located on Middle street, just south of the bridge, is the marble works of Mr. E. G. Spooner, where may be found a choice assortment in his line.



TACK MACHINE ROOM - ATLAS TACK CO.

Mr. Spooner is prepared to execute plain and ornamental designs, to suit the wants of the community, and the calls for his products from the city, the Vineyard, and other localities, show that they give his many patrons satisfaction.

THE BRISTOL BUILDERS SUPPLY CO.

The Bristol Builders Supply Company occupy the large and commodious building on the north side of Spring street between Main and William streets. As their name implies, they are prepared to furnish builders with such furnishings as they may require for house and ship joinery.

The company employs from ten to twenty hands in the erection of buildings, and in operating the machinery installed in the building, the power for which is furnished by a 50-horse power engine.

The enterprise shown by the managers of this company, and the work done by them, justly entitles the company to rank as one of the industries of the town.

As the future welfare and prosperity of Fairhaven depend largely on manufacturing, it is fortunate the town wisely retained a portion of the old town farm as a site for a cotton mill, which it is hoped will be utilized at no distant future day, for that purpose.

A wonderful change has taken place in Fairhaven during the past forty years, and she has now entered the domain of manufacturing provided with all the modern elements to ensure success.

Without water there can be no power, and without power there can be no modern manufacturing, therefore, no water, no manufacturing.

In 1865, nearly forty years ago, with above proposition in mind, the manager of the American Tack Co., while carefully examining the topography and hydrography of the town in search

of a supply of water came across one of Fairhaven's old whaling captains.

Expressing his perplexity and doubts regarding the necessary supply, the captain ejaculated: "Water! why, there is plenty of water and there isn't a better place in the old Bay State to carry on manufacturing than right here in this town."

And, added he, "If you live long enough you will see what I say is true."

"No other place has the advantages possessed by Fairhaven."

Asked to name the advantages he exultingly said: "Look at our water front, no other town has its equal." The reply: "If water front constitutes advantages, Nantucket surpasses Fairhaven."

However, by sinking five large wells on the company's twenty acres, a limited supply of water was obtained, but the calcareous mineral in it would be precipitated to the bottom of the boilers, requiring frequent and regular cleaning to save them from being burnt, and to keep them in condition to make steam economically.

This was strictly attended to by Mr. Clark, the faithful engineer, to whose unremitting care and applied skill the company and its employees were indebted for the uniform power he always supplied.

During the many years that he had charge of the power department, the generation of steam and the running of his engines, no delays or stoppage occurred and the machinery was run with the regularity of the clock that pointed the hour to start and to stop the engines that drove the machinery.

During the last fifteen years of his services, more than twenty tons of water were converted into steam each ten hours, and as much more used to dilute the acid used to vitriolize the steel plates, to dissolve the necessary lime, and to furnish water to clean the scaled plates thus prepared for the tack makers.



FAIRHAVEN WATER WORKS PUMPING STATION

But the disadvantages resulting from a lack of water, and its mineral character have been overcome.

Just as in the city across the harbor, so when the demand came for more and purer water suitable for steam purposes, the requisite supply was furnished.

One of Fairhaven's intelligent and educated young men saw the need, the absolute prerequisite, of pure water in abundance if the town were to make any progress in manufacturing, and the need of it too as a sanitary measure.

Ability, persistency and capital were required, and these were at his command, resulting in the present water works, their source of supply, its efficient steam plant, its system of pipes, and lofty tower, grand results that he can contemplate with supreme satisfaction and deserved complaisancy.

That abundant supply of pure water makes it possible to prosecute manufacturing as a successful industry, and the doughty captain's prediction that "Fairhaven possesses superior advantages" may yet be verified by the judicious use of water and capital.

Without the former, there can be no effective power, and the latter is indispensable to utilize it whether the result of gravity or the molecular force of expansion.

Passing down the harbor and out into the bay, towards the islands which shelter its waters from the rougher waves of the ocean that lies beyond them, the objects on the receding shores gradually grow less and less distinct, but above them piercing the sky, are seen the noble water tower and the tall, symmetrical stack of the Atlas Tack Co.

These prominent objects grow more and more distinct in their outlines the farther the observer goes from them, and are visible long after the most elevated objects in New Bedford have disappeared. So, too, as one returns from the islands, or as he enters the bay from the broad ocean by Gosnold's temporary home, the first objects to be seen are these two monuments significant of supply and industry: of sanitation, comfort and opportunity.

FISHING

As the Pilgrims depended largely on the edible fish taken from the sea, so today, fishing is not an entirely neglected industry, but the catching of them by seines and pounds has been prohibited. On this subject Mr. Daniel W. Deane, who was largely interested in the trapping of fish, writes as follows :

“The pioneer in the industry, Mr. S. P. Dunn, set the first weir or pound in our waters in 1868, and from that time on, the business grew very rapidly until we had 28 within the limits of Fairhaven, taking annually from a million to a million and a half of edible fish, and furnishing employment not only to the owners but to numerous others who bought and sold the catch.

“The industry had hardly become established, before it was discovered that there were many varieties of fish visiting our waters in large numbers of which we had previously no knowledge, and consumers of fish in this vicinity were privileged to enjoy a greater variety of fish food than ever before.

“For something over twenty years, the industry flourished wonderfully, furnishing some thirty-five kinds of edible fish, and large quantities of others for bait to the deep sea fishermen, and to the farmers for the enrichment of their lands and the consequent increase of their crops.

“The industry was finally destroyed by an act of the Legislature, which prohibits the use of weirs, pounds, nets or seines in the water of Buzzards Bay.”

Mr. Deane made the fish question one of careful study, and his extended experience qualified him to judge the subject intelligently. He has stated that the carnivora fish destroyed immense quantities of fish, and by catching them, more edible fish were saved from destruction than were caught in the traps; besides the carnivora furnished good dressing to enrich the lands of the farmers; the need of fish as a fertilizer was one of the first lessons learned by the English from the Indians.

In the bay, tautog, scup, and other bottom fish are quite



FOUNTAIN—ERECTED BY IMPROVEMENT SOCIETY

numerous, but no one has followed fishing as a vocation since the days of Nathan Allen, and those who "go a fishing" go for the sport rather than for the profit or as a vocation for a livelihood.

Some years ago Captain Kelley came to this port from Harwich and engaged in codfishing, sending his vessels into the waters between Block Island and Noman's Land. He was very successful and at his death was succeeded by his son, David Kelley, who continues the business left him by his father. He owns several vessels, and cures the fish caught by them, on Old South wharf which he purchased for the exclusive use of his business. He has recently erected a large and commodious building on his premises for the curing and packing of fish which requires several hands. This may justly be considered one of the town's successful industries.

But our harbor and bay afford employment to some seventy men, citizens of this town, who follow the catching of quahogs as a regular daily vocation: and the catch finds a ready and steady market, summer and winter. These bivalves are raked from the bottom of the river, harbor, and bay, and are sold in the large cities as "Little-neck Clams." They furnish a course in our aristocratic clubs, and constitute a delicacy in the first-class restaurants. It is safe to state that more than 100 bushels of these mollusks are taken by the fishermen of Fairhaven per day as an average catch, netting the men engaged in the business good pay; some of the more expert earning from \$20 to \$30 a week under favorable conditions.

Although this is a comparatively new industry, it has become of considerable commercial value, and brings into the town many thousands of dollars a year as a reward for the hard labor of those engaged in the business. The supply seems inexhaustible, and the market equal to the supply, readily absorbing all these shell fish that are now caught.

PRESENT CONDITIONS

A comparison of the industrial condition of today, with that of forty years ago, presents a marked contrast. No signs of whaling are seen about the wharves where formerly activity reigned. The building of ships no longer furnishes employment, the rope-walks and sail-lofts have disappeared, and nothing remains of the industry but two shops that still find work, building whaleboats they know so well how to build. But in the place of these departed industries, the great tack mill, where many skilled hands find employment, and the other active industries, have contributed to the welfare of the town. And as in all communities where manufacturing has been established, farming has flourished, and the farmer finds a ready and profitable market for the products of his farm.

One of Fairhaven's most successful farmers writes: "Agriculture, always a prominent industry of the town, was never in a more prosperous condition than at present."

"New and up to date machinery and methods of tilling the soil are more and more in vogue, and the fertility of the farms is being constantly increased by judicious and scientific treatment".

But the revolution and entire change in the industrial character of Fairhaven has not been greater than in its physical features; today Fairhaven's public ways are in superb condition; miles of her roads are macadamized, their gutters paved, and her curbed, granolithic sidewalks afford a delight to the pedestrian, as her well-shaded streets do to the bicyclists: yet perhaps the greatest, as well as the most beneficial, sanitary and aesthetic change is now in progress—the filling of the mill pond.

The remark of the Master, "Be thou removed and cast into the sea", is being literally fulfilled, and a beautiful park will take the place of the present useless waste.



MILL POND IN 1903

COMMUNICATION AND TRANSPORTATION

Ready and easy means of communication and of prompt and cheap transportation to the market are essential and necessary for the successful prosecution of any business, whether it be the products of fishermen or of the farmer, or the more durable articles of the manufacturer.

Unless the goods of the farmer can be delivered promptly, they will suffer from decay ; and the products of the factory or mill must not be delayed on the route if the manufacturer would retain his customers.

To secure quick communication, there must be lines of telegraph and telephone to transmit messages ; and direct lines of mail for carrying the more cumbersome mail matter.

Today, Fairhaven has all these facilities, even a daily freight train which delivers goods in New York or Boston the morning following the day of shipment.

These facilities have been secured by the magnitude of business now being done, and other potent influences which induced the railroad to provide through cars for the freight of goods.

This was not always so, for before the building of the railroad from New Bedford to Taunton in 1840, the journey to Boston (only some sixty miles) and return, would consume as many days as it takes hours at the present time ; and communication is counted by seconds only as the telephone transmits the thoughts over the electric wire.

In 1854, the Branch railroad from this place to Wareham, where it connects with the Cape Cod road, was constructed which afforded additional facilities for travel, and also, in a measure, for freight of merchandise.

To meet the conditions of trade today, prompt despatch of goods is demanded, and if one manufacturer cannot meet the requirements of business, others will—with the loss of trade to the former.

In 1870, a few days after making a shipment of goods to a Boston house by the Fairhaven branch, the following trenchant message was received. "Have waited three days for goods, to ship west. We advise you send goods by ox team in the future; quicker if not cheaper." From that date all goods were sent via New Bedford, where the railroad received them until five p. m., and they were in Boston or New York the next morning.

By this means the sharp competition of Taunton, Whitman, and the factories located near Boston or New York was met, but at some expense of carting goods some two miles to the north freight station.

Promptness of delivery is indispensable to success. To secure this, communication must be perfect by wire and mail; and celerity of freight as near so as possible.

Today, jobbers, dealers and manufacturers carry very little stock, making promptness of delivery imperative to the manufacturer who would retain trade during the sharp competition of present commercial activity. Distance has been effaced, and facilities for transportation ample for those who judiciously use and improve them.

TRADE AND MONEY

When the Pilgrims landed on the shores of Plymouth, they had little money and very little use for it. As Bradford wrote: "There were no friends to welcome them, nor any inns to entertain them," so they had to depend on their own endeavors to supply their wants.

Of trading, there could be none until they were settled in the new homes they must build by their own labor: the virgin forests would supply the logs after the trees had been felled, and the sea the fish for food. The Indians had little to supply the English, for they were too low in barbarism to utilize nature's crude materials, and they had none of the necessary tools to convert to their use what the Pilgrims subsequently utilized.



NEW BEDFORD END OF NEW BRIDGE
IN 1902

They had learned to catch the fish that came up the river in the spring, and instructed the English in one of the rudiments of agriculture, the use of fish to fertilize the land for the growth of corn.

The first products of the Indians obtained by the English, were the corn and beans which were discovered by the Pilgrims in their exploration of Cape Cod, while the Mayflower was lying in the harbor of Provincetown.

For the corn and beans thus obtained the English subsequently recompensed the Indians, but in what form, Winslow, who made the settlement when he visited Massasoit in July of 1621, did not state; however, the general remark of Bradford, "that they gave full satisfaction to their good content," is evidence a settlement was made to the satisfaction of both parties.

While this transaction was not "trading," yet being the first products of the Indians obtained by the English, and the momentous results to the Pilgrims of that seed-corn, it deserves mention. How the Indians must have viewed the transaction, the trespass on their land, and the taking away of the food they had provided for their winter's supply, we do not know; but it is easy to imagine; and it must have exposed the Pilgrims to the anger of the aborigines to be thus treated by the strangers who had landed on their shores.

Fortunately this first act of the English was amicably settled with Massasoit, but it doubtless rankled in the breasts of the savages, and may have caused the destruction of Weston's settlement and the threatened annihilation of the Colony of Plymouth, averted by the slaughter of four of the Indian leaders.

The principal articles of the Indians which the English could use or exchange, were the corn and beans they raised, and the beaver and otter skins they obtained. The former they could use as food, and the latter send to England, where there was a ready market for them.

That there was considerable trading with the Indians is

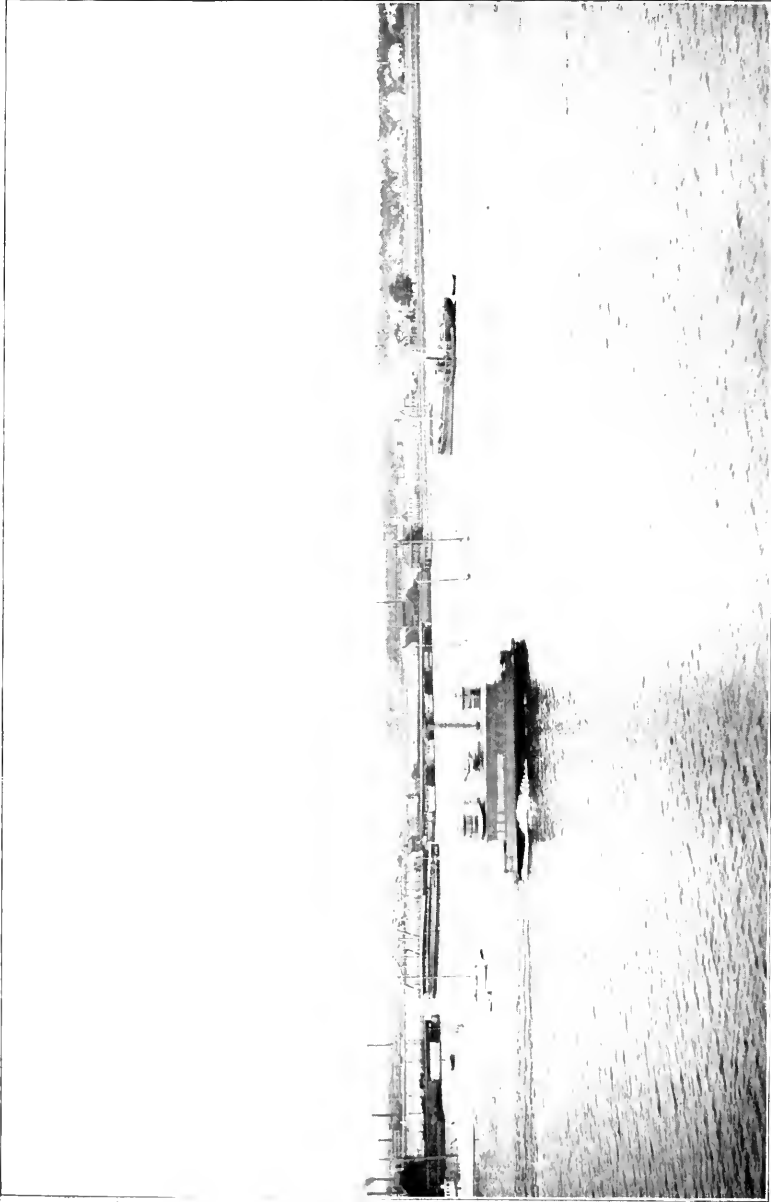
evident from the fact that the "Fortune," which arrived in November, 1621, was loaded with two "hoggsheads of beaver and otter skins," and "good clapboard and some saxefras," to the value of 500 pounds English money, and sailed in December for England. That the Pilgrims could have gathered together so many skins from the Indians, and have prepared clapboards and secured sassafras sufficient to have loaded the "Fortune," although only of fifty-five tons burthen, is a wonder, for, be it remembered, half of their number had died during the winter, and the remainder had been sick except Captain Standish and a few others, who had the care of the rest, and themselves to provide with food.

To have obtained the \$2,500 worth of merchandise to send home by the first vessel that visited them, shows they must have been diligent workers; yet they were condemned by the capitalists at home because they sent so little. That perhaps was their misfortune, for the vessel was captured by a French pirate and all their goods taken.

The first distinct trade, recorded by Bradford, was the purchase of 26 hogsheads of corn and beans when he visited the Indians in the shallop, purposing to go around the Cape, but on account of "the shoals and fierce wind returned to Manamoyack Bay".

He does not state what was paid for the food they thus obtained, but probably in tools, a few hoes to plant corn and beans, and knives and glass beads. The latter cost the English very little, but being so much superior to the beads of the Indians, made from the quahog and periwinkle shells, they were esteemed very highly by the Indians, and while they were used as money of exchange by the men, they were worn as ornaments by the women.

The standard of value of the English was the pound sterling, and with that as the measure of value, the Court in 1640 fixed the price of wampum of the Indians at six for a penny.



FERRY BOAT "FAIRHAVEN," AND NEW BRIDGE IN 1903

Thus the basis of trading between the Indians and the English was established, and continued so long as the Indians had any portable articles of value to trade with or to sell. By the time that John Cooke was ready to leave Plymouth and settle here, the Indians had little to sell except their land, and a large portion of that had been disposed of by the trusting Massasoit, who parted with his domains for a few agricultural tools, or a little cloth and wampum.

As has been stated, this section was bought by 34 of the original settlers of Plymouth, John Cooke being one. By his wife, Sarah Warren, he probably became the owner of another thirty-fourth, and may have bought half of another thirty-fourth, as he was the owner of two and one-half thirty-fourths of the territory.

But before the purchase of the Dartmouth tract, in 1652, Massasoit had sold, in 1637, the territory known as the "Titi-quet" Purchase to a Miss Elizabeth Pool, who seems to have been an enterprising lady, for she settled on her purchased land and cultivated it.

The year following, in 1638, Massasoit sold to the English another tract of land, which included the territory now embraced in Taunton, Easton, Norton, Mansfield, Dighton, Berkley, and Raynham.

In 1641, Massasoit sold "ten miles square": this sale included what is now Rehoboth, Seekonk, Pawtucket, and Providence.

The purchases by the Massachusetts Settlement probably stimulated the Plymouth people to buy some of Massasoit's land before their more enterprising neighbors of Boston should get possession of the whole of it from the too easy King. They no doubt realized that the treaty of peace they had made with Massasoit before even the Massachusetts Settlement had begun, and the favorable impression Governors Bradford and Winslow had produced on the Indians' minds of their pacific and friendly in-

tentions, were being used for the benefit of those who had come after them; in self-defence, therefore, they decided to protect themselves before their active and less scrupulous neighbors had appropriated all of Massasoit's land.

The first transaction in real estate recorded in the records of Plymouth, was the sale of one acre of land "lying on the north side of the town, by Philip Delaunoy to Stephen Dean," and the price named was "four pounds sterling or the equivalent of that amount in goods."

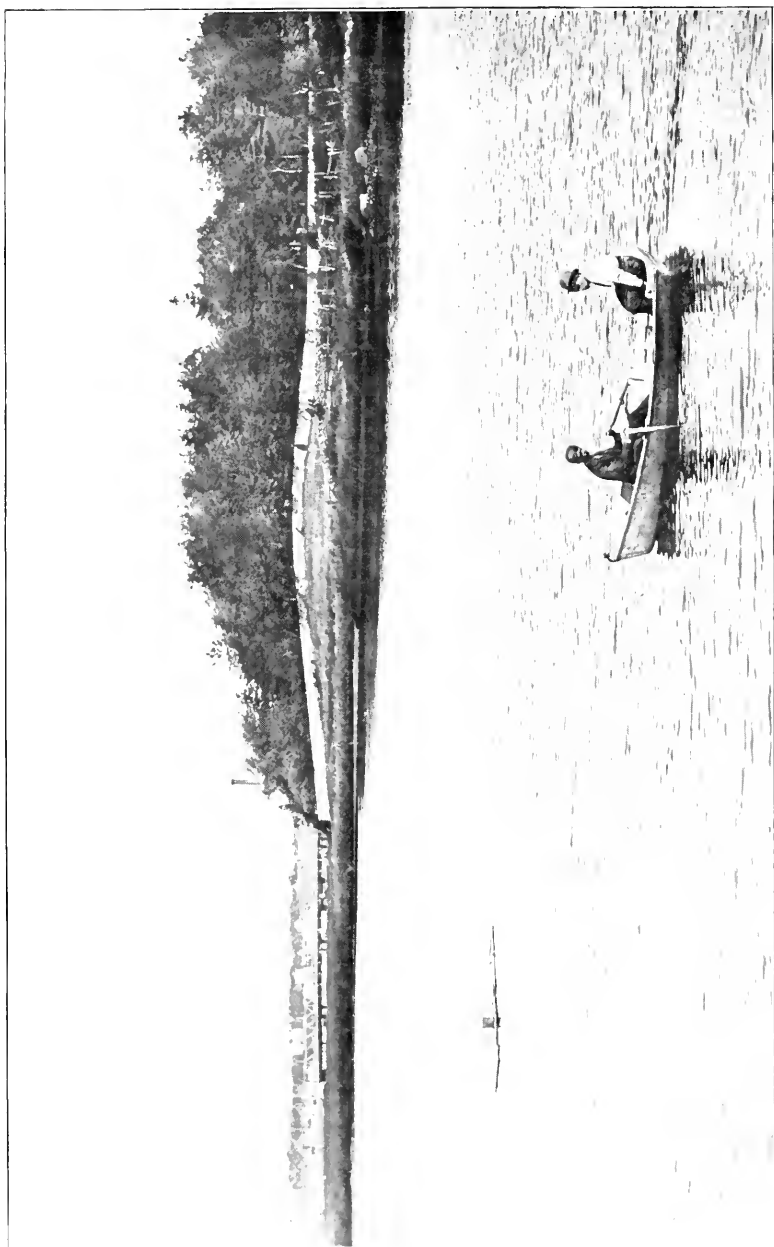
Having disposed of about all they had to the English, except what land they actually occupied, the Indians realized their poverty as compared with the English, and naturally grew discontented with their lot, and envious of the newcomers who were possessors of their hunting-grounds which were being converted into fruitful farms, stocked with cattle, horses, sheep, hogs, and towl, while by the use of the saw-mills, the trees were being quickly converted into lumber, and the grist-mills ground the corn into meal.

It is not surprising that the Indians viewed with consternation the great change introduced by the newcomers.

The water of the rivers that had run undisturbed to the sea, was made to do the work of the white man; to grind his corn, or to saw the lumber to be used to build his houses, his forts, or his ships. With his guns he could shoot the deer or the wild turkeys of the woods, or kill the ducks and geese which they could seldom reach with their arrows, and those same guns were deadly weapons when used against them in warfare.

Their money, wampum, was wrought out only by slow, laborious work; and when finished with the utmost skill, did not compare in beauty and finish with the glass beads of the English, made with little labor, but the result of chemical knowledge that enabled them to produce from the sand a substance unknown to the Indians and of more value than their wampum.

"Knowledge is power," whether in the domain of produc-



ISLE OF MARSH, AND COGGESHALL STREET BRIDGE

tion or destruction—and the Indians became conscious of it. Their measure of value, and their medium of exchange, were destroyed, and a new measure substituted, the English pound sterling was henceforth to be that measure while many substitutes might be the medium of exchange in trade.

Thus at the time of the settlement of Fairhaven, the money of the Indians had been “demonetized”, rendered worthless, by the ease with which glass beads could be produced in England, and could be sent here by the shipload. With their money made worthless, their hunting grounds converted into farms, their rivers made to do the work of the English, thus interfering with the ascent of the fish, upon which they depended for food: the deer and the rabbits, the turkeys and quails of the woods frightened and diminished in numbers by the guns of the white man, the condition of the Indians, at the time of the death of Massasoit in 1661, was desperate indeed.

Should the inhabitants of some distant planet come to our earth and settle among us, who had knowledge as superior to ours as the Englishman’s was to the Indian’s, who could convert the earth and rocks of our world into gold by some simple chemical process known only to them, with weapons of destruction as much exceeding ours in the power of destruction as the guns of the English did the bows and arrows of the Indians, and with the gold made from the stones should purchase all our land, and other property, we would then be in an analogous condition, in our relations to the newcomers, as the Indians were when their wampum was valueless, their land gone, and the game of the forest frightened beyond their reach.

Such was becoming the condition when John Cooke moved to Fairhaven and began the settlement of this section of the country bought of Massasoit and his son.

To consider the financial situation it would be necessary to know the monetary conditions of John Cooke’s time, and above

does not seem to be an exaggerated statement of affairs as they then existed.

The Indians had parted with all of their beaver and otter skins, and the rapid settlement of the country by the English, and the use of the rivers for mills and boats, so invaded the sources of their supplies that beaver and otter skins were no longer obtainable to sell to the English for fire water, or the glass beads for wampum.

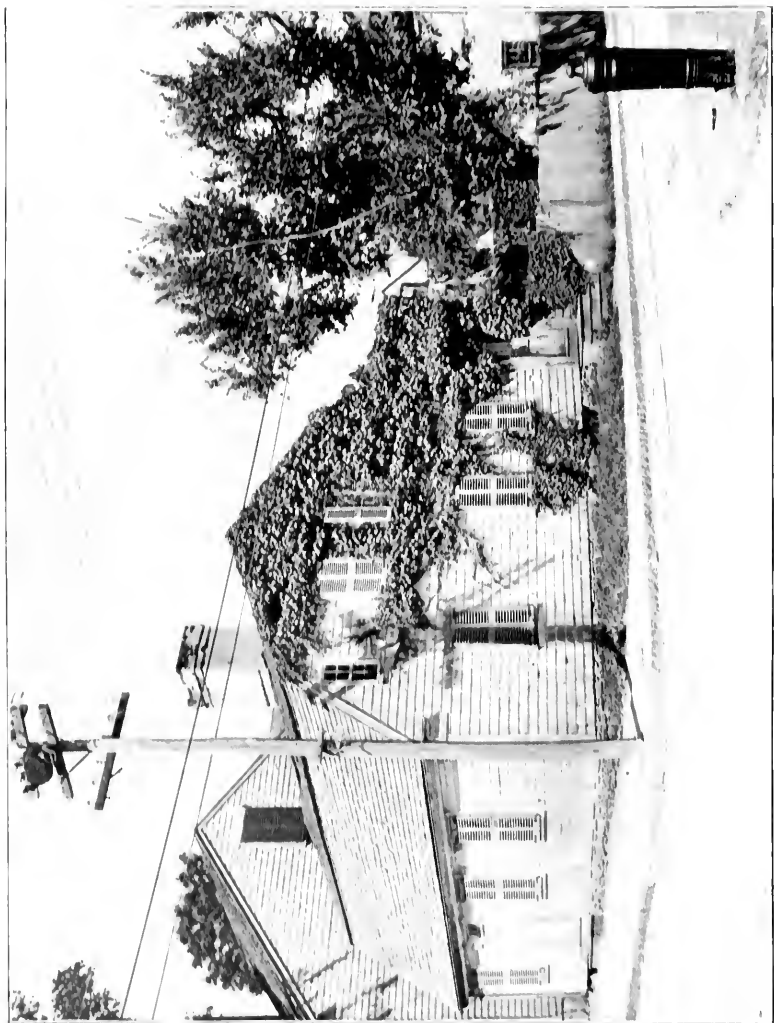
Wealth induces the possessor with unlimited power for good or ill.

The legions of the Cæsars despoiled the world to enrich Rome; and the Spaniards massacred the inhabitants of Mexico and Peru to obtain their gold and silver, and the shiploads of the precious metal wrenched from them by Drake, laid the foundations of England's wonderful commercial prosperity and made her the mistress of the seas.

Fairhaven was settled amidst the poverty of the aborigines, and by their poverty they were destined to extinction; the war of King Philip was a last desperate effort to regain what had been lost, and to avert the annihilation to which they were doomed. During this savage war, twelve towns were destroyed and more than six hundred English killed, among them four of the settlers of John Cooke's homestead.

COINAGE OF MONEY

The increase of population in Massachusetts required a medium of exchange, as well as a measure of value. The latter had been fixed, the pound sterling being the standard. In 1652, some eight years before Cooke's settlement here, the General Court, at Boston, established "A mint to coin money". These coins were to be of the fineness of English money, of 12d., 6d., 3d., each—to be stamped "N. E." on one side, on the other XIIId., VIId., and IIIId., according to their respective values.



HORATIO JENNEY HOUSE IN 1900
HISTORIC CANNON AT "FOUR CORNERS"

These coins were in circulation when John Cooke settled in Fairhaven, but silver was then too precious to escape the cupidity of the avaricious, and their plainness subjected them to so much clipping and washing, they were supplanted by coin of shillings and smaller coin, with a double ring on either side with Massachusetts and a tree in the centre on one side, New England and the date on the other. Every shilling was to weigh three-penny troy weight, and lesser coins in proportion of value.

In 1662, two years after John Cooke's settlement here, a two-penny piece was added to the coins.

The Massachusetts mint continued to coin these pieces for a period of 34 years, but all bore the date of 1662.

During the reign of William and Mary of England, copper coins were struck in England, for the New England colony, having on one side an elephant (possibly significant of the load England had on her hands,) and on the other "God Preserve New England".

During the reign of George I, coins were made in England composed of copper and zinc, resembling gold in color. On one side was stamped the head of King George, on the reverse side a large double rose and the words, "Rosa Americana Utile Dulci". Strenuous efforts were made to introduce these coins in the colonies, and created much indignation among the colonists.

During the years 1778 to 1789, the power of coinage was exercised by the confederation and also by several of the states.

Vermont, Connecticut, Virginia, New Jersey and Maryland as sovereign states, issued money stamped in their own mints, and Massachusetts again started her mints and coined cents with the figure familiar to her citizens. On one side, was the American Eagle with arrows in the right talon, and an olive branch in the left; a shield on its breast bearing the word "Cent." The motto, "Massachusetts, 1788". On the reverse, the figure of an

Indian holding a bow and arrow, legend "Commonwealth" and a star.

After the adoption of the constitution, a code of laws was enacted for the regulation of coinage. Some changes were made in 1837, when the standard of fineness of both gold and silver was fixed 9-10 fine: the weight of the gold coins remained unchanged, but the weight of the silver dollar was reduced to 412 1-2 grains, or 375 grains of pure silver and 37.5 grains of alloy.

In 1873, the gold dollar of the standard weight of 25.8 grains was fixed as the unit of value for the United States.

Thus gradually the measure of value was changed from the English pound sterling adopted by the colonies, to the gold dollar of 25.8 grains troy weight, of 9-10 fine,—one-tenth being copper and silver.

So from the wampum of the Indians to the gold standard of the Nation, the money of Fairhaven was necessarily changed to conform to the conditions as fixed by custom or law.

Locally, Fairhaven was early favored by having a bank to meet the requirements of its business. As whaling increased, the need of ready money became pressing, and to meet this need, the Fairhaven Bank was established in 1831. The money of this institution contributed greatly to the settlement of accounts upon the return of the vessels from the long voyages that were necessary during the most prosperous times of this industry. The Fairhaven Bank was a State institution and operated under the banking laws of Massachusetts. Before 1864, each State established its own banks, which issued their own bills: these generally passed current within the limits of the State in which the bank was located; but beyond those limits the bills were subject to discounts, often ten per cent., in many cases even larger discounts were demanded for money of banks located in another State. This made good business for brokers, who exchanged the money of banks out of the State, for the money of the State in which it was to be used, for a liberal discount.



NATIONAL BANK OF FAIRHAVEN

The personal experience of one of our own citizens, is perhaps a good illustration of some of the difficulties of the days before the national banks issued their paper money, or the government its legal tenders, United States notes and Treasury notes, all of which pass current in any part of this country, and can be used at their face value in most foreign countries.

Our citizen's experience as related by him was as follows :

“Just before the war of 1861, while at work in Dighton, I was paid my monthly wages in bills on a Rhode Island bank. I can seem to see them even now ; they were of a deep red color and presented a striking appearance.”

“With my money in hand I went to the grocer's and handed him some of the bills to pay my account.”

“The grocer took the bills, looked at them, shook his head and returned them to me with the laconic remark ‘no good.’”

“I then tried the butcher, who also refused to receive the money saying ‘can't take foreign money.’”

“After some inquiry, I went to one of the banks in Taunton where I exchanged the ‘foreign’ money for Taunton bills, with which I soon settled my accounts, but I had to allow 10% commission for good home money.”

Sometimes it was almost as hard work to dispose of the money received for labor or for articles of commerce as it was to earn or to get it ; a statement incredible to those of the younger generation whose only difficulty is the getting enough of it.

The war for the preservation of the Union required immense sums of money to prosecute it, and the state banks were turned to as a source of supply ; they did not disappoint the government.

In 1863, an act of Congress, amended in 1864, authorized the establishment of national banks, and the Fairhaven Bank became a national bank that year, by complying with the requirements of the law and subscribing and paying for the required amount of government bonds. There were at that time, 1600 state banks in

the country, yet, in the numerical order of national charters, the Fairhaven Bank numbered 490.

The promptness with which the bank of this town tendered its aid to the government, in its extreme urgency for money to defray the expenses of the war, was a credit to its management, and an honor to its stockholders, who approved and ratified its action.

Gold at that time was \$2.85, and the debt of the government over two thousand million dollars.

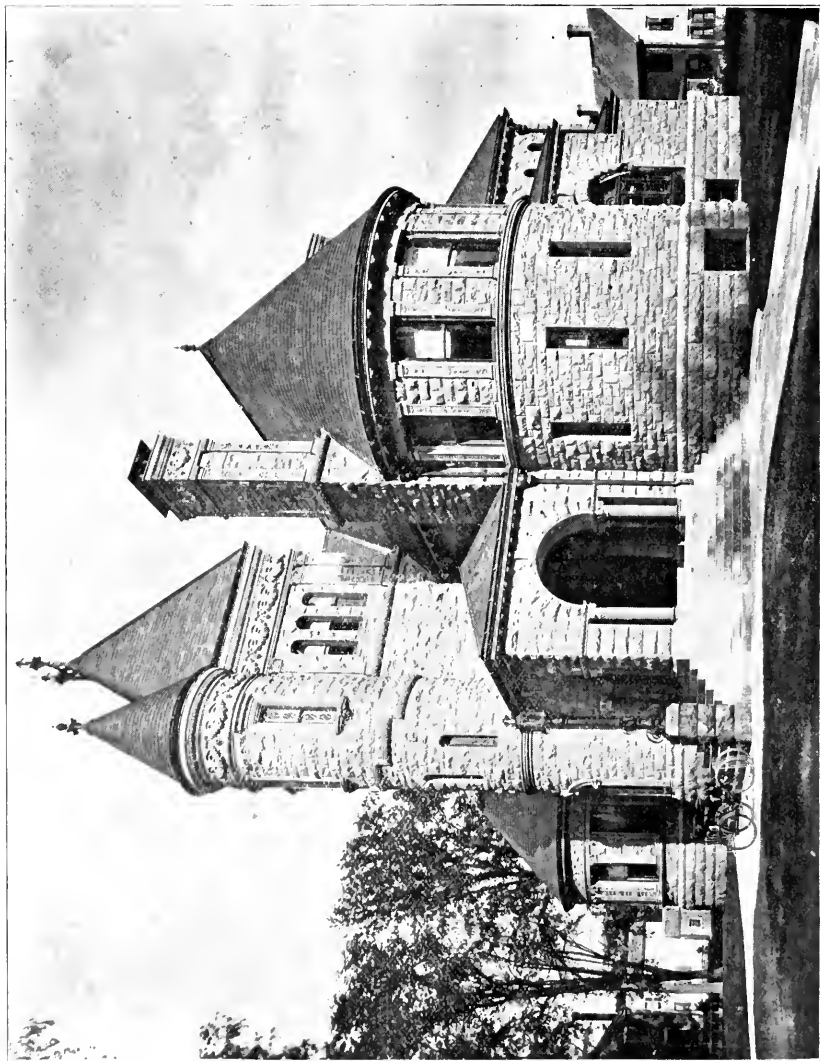
Happily the ready aid of the national banks contributed in no small degree to the help of the government in prosecuting its gigantic war to a successful issue.

In the year 1832, the year following the establishment of the state bank, the Fairhaven Institution for Savings was organized by the General Court of Massachusetts, which has furnished a safe deposit for the earnings of the people, and has been an encouragement to them to practice frugality, and thereby lay the foundations for the saving of earnings for disability or old age.

Today, the Institution has deposits aggregating over half a million of dollars, which are loaned to parties, who require aid to make themselves homes of their own, and to corporations which furnish employment to the people.

It was only by possessing capital, the savings of labor, that the great mills that are operated on the banks of the Acushnet river, were erected, and by its possession and use, those institutions of industry secure the necessary raw material and pay the weekly wages of the 15,000 employees that find employment in them.

The savings banks of Old Dartmouth have been an important factor in promoting the growth and prosperity of this section of the country, and every depositor in those institutions, has contributed his or her share to that end.



THE MILLICENT LIBRARY



OLD ACADEMY BUILDING - NORTH MAIN STREET

CHAPTER V

EDUCATIONAL HISTORY

BY GEORGE H. TRIPP

THE educational history of the town may properly be divided into three distinct periods: the era of the District School, when each district was almost a complete autonomy, managed for good or ill by the discretion or the unwisdom of the petty dictator, the prudential committeeman, when the object seemed to be, in too many cases, to fulfill the letter of the law by keeping a school regardless of the spirit of true education in keeping a good school, when but for the influence and exertions of some few far-sighted men on the town committees, the schools would have been even worse than they were; the second period, dating from the establishment of the High School and extending to the time when the District School system was finally abolished, and the schools were managed by a central authority, and the teachers and schools were directly responsible to the authority of the town committee; and the third period which covers the time from the building of the Rogers School and the election of the first superintendent of schools to the present day.

In considering the schools of Fairhaven under the District School system, a system which dated in our state from 1789, and which Horace Mann said was the "most unfortunate law on the subject of the common schools ever enacted in this state," we must think of Fairhaven which then included Acushnet, as containing nineteen districts, extending from Long Plain to West

Island, the teachers in each district appointed by the local committeeman and virtually responsible to him alone.

It is true the town committee had a certain veto power on appointments and dismissals, but seldom was it used. One notable use of this salutary power was recorded in the case of a teacher who had been summarily dismissed for flogging the son of the prudential committee, but who was restored to his desk by the town committee. But such instances were rare.

It will give a better idea of the condition of affairs in those "good old days" if we describe the buildings which sheltered the children of Fairhaven in their school days. The typical schoolhouse which fairly represented at least fifteen of the nineteen buildings was a low one-story wooden house, about fifteen or sixteen feet by twenty, outside measurement, unpainted, "but embellished with jackknife engravings on all sides," many of these cuts being extremely offensive and obscene.

There were no blinds but occasional shutters, probably to protect the windows against stone throwing.

Inside were no curtains at the windows, no blackboards, or if there was an instance here and there of a blackboard it was rarely used. Near one schoolhouse was found the school blackboard floating in the mill pond where it had been for nearly a year.

In another school a zealous committeeman endeavored to show the teacher and pupils the use of the board, and drew a map upon its surface, which was found intact when he visited the school three months later. There was no means of ventilation, the seats, each holding from three to six children, were arranged on three sides of a hollow square facing the centre, where a stove kept the temperature at 80° to 90°.

Thirty or more children in high seats, where their feet could not touch the floor, were packed closely as they could be stowed, with absolutely no ventilation except the cold winds blowing in through the loose window casings, causing one committee in its



FAIRHAVEN HIGH SCHOOL

yearly report to say the "only thing which saves the children from sudden death is the fact that the house is not tight." There were no woodhouses, so the wood was often wet and soggy.

There were no vestibules, the outer clothing of the children hung around the schoolroom, plastering was falling down, smokepipes were sometimes repaired with paper stuffed in the cracks.

To quote from a school report in the early 40's, "For one thing we are thankful, the stove is so cracked as to allow the sparks and ashes to fall on the unprotected floor, which gave promise that the building might go off one day in a rapid consumption. Indeed, the teacher had already been obliged to betake herself to the water cure. Indeed, such zeal on her part we could by no means approve."

The sanitary appliances would seem at this day incredible, two or three of the schoolhouses having absolutely no out-houses, and one school having such a building opening directly into the entry, within four feet of the inner door, while inside the schoolroom, a few feet away, was a fire of blazing wood.

Until about 1843 all sorts of books were used in the schools. What books the children had at home they brought to school.

Class recitation was impossible. Sometimes thirty or forty recitations a day would be gone through with.

An effort was made in that year to secure uniformity and a list of books was prescribed.

This list, which was a good one for the times, was in main as follows: Worcester's primer, National spelling book, Smith's geography and atlas, Oney's primary geography, Goodrich's U. S. history, Webster's school dictionary, Bailey's algebra, Blake's philosophy, Parley's history, Bible, Political class book, Hitchcock's bookkeeping, Emerson's first, second, and third class readers, Emerson's part arithmetic, physiology.

Another hopeful sign was the placing school libraries in many of the buildings in accordance with a vote of the legislature

which authorized districts to expend \$30 the first year, and a small sum in succeeding years, to establish and maintain such libraries. The influence of Horace Mann, the ablest State Superintendent of Education that ever presided over the educational interests of any commonwealth, is constantly manifest in the very interesting school reports of this period.

Meanwhile the teaching force in too many instances was not much better than their buildings. Teachers "boarded round," untrained girls taught in Summer, men the Winter schools, which were often in charge of whalemén, home from a voyage, with a chance to occupy a few leisure months on shore with teaching country schools.

Parents seldom or never visited the schools. It seemed to be the purpose of the Prudential Committees to let things slide along and save expense. As one critic expressed it, "The best way for a School Committeeman to make himself popular is to say nothing, spend nothing, and do nothing."

In constructing the houses described above, a school report of this period says of the method, "They first put on the building committee a house carpenter, because he can tell how to build the cheapest, second, perhaps a ship captain, because he has been accustomed to stowing the hold of a ship, third, a farmer who leaves the details to the others."

At this time with 1100 children of school age in town, three-fourths of the children in the village during the Winter and four-fifths in Summer received no benefit of the schooling such as it was. In fact, one district voted that no children over ten years old should attend school in Summer, and none under ten should attend Winter school.

Yet at this time the rules were that every scholar who "shall be absent from school in consequence of domestic service on washing day shall make up the recitations thus lost."

It was the untiring zeal and unsparing criticism of certain broadminded men on the town committees, who for years kept



ROGERS SCHOOL

up a constant fire of argument, ridicule, and appeal, which gradually brought the community to its senses.

They unflinchingly criticized men and methods—One Prudential Committeeman “ought to be indicted.” One school-house was likened to an “old man whose manifold vices are written on his every feature and imprinted on every limb, covered with rags * * * whose very appearance invites death to rid himself and the world of so loathsome a thing.”

Even so early as 1841, was started an association in different parts of the town “whose object is to acquire and diffuse, by means of lectures, discussions, and otherwise, information concerning the common schools and the best means of improving them, the members of which have resolved, among other things, to be themselves frequent visitors of the schools.”

In 1841 it was already suggested that the districts be grouped together so that one school could be made to accommodate three or four districts. It is supposed that four or five schools, if properly located, would be sufficient for the whole town. In 1843 and for years after it was urged that the District system be abolished. Dr. Sawyer and other forceful men who honored the town by serving upon its school committee pressed the expediency of the change. They also advocated the employment of a town Superintendent of Schools forty years before such an officer was elected. They attempted grading the schools. A grammar school was started in April, 1843, by making over the old district school house on Centre street. Three schools were planned for this building, a grammar school, a medium school, and an infant department. We find in 1846, Hiram W. French as principal and Margaret Kempton, assistant. In 1844 these progressive committeemen even urged a sewer to drain the Centre street lot.

There was manifest bitter sectional feeling in the School committee of 1847-8. So intense was the feeling that two independent committees issued school reports, the two from the

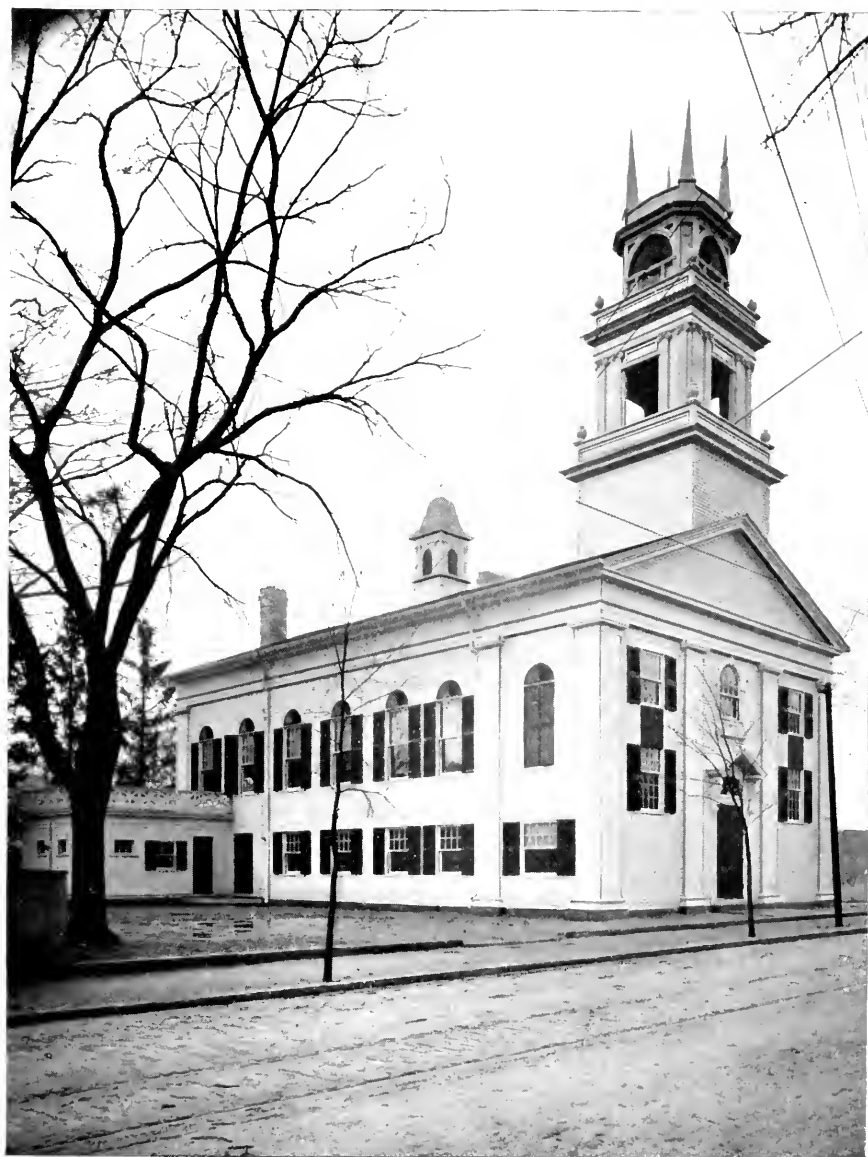
north end of the town standing together, while three from the south end, or what is now Fairhaven proper, resenting the attitude of the Committee from Acushnet, took the stand that teachers and Committeemen should not be the same individuals, it being a fact that both Committeemen from Acushnet taught winter schools. The feeling between the sections was not allayed till the town was divided and Acushnet set off. With varying success yet always at a great disadvantage the district schools continued till 1869 when they were abolished by act of the Legislature. Of the system, Geo. S. Boutwell, who was State Secretary of Instruction in 1859 said: It was a "system admirably calculated to secure poor schools, incompetent teachers, consequent waste of public money, and yet neither Committee nor district, nor town be responsible therefor."

Before the establishment of the High School in 1852 private schools flourished. On April 13, 1798, a meeting of citizens was held at which it was agreed to build an "Academy between the villages of Oxford, 50 ft. and half by 24 ft. half, two story high." The agreement was signed by Isaac Sherman, Benj. Lincoln, Levi Jenne, Noah Stoddard, Nicholas Stoddard, Killey Eldridge, Thomas Delano, Jethro Allen, Joseph Bates, Robert Bennett, Reuben Jenne, Nicholas Taber, and Luther Wilson. The school was established and opened on May 1, 1800, under Galen Hicks and Sally Cady.

In 1802 it was taught by Richard Sawyer, and later in the year by John Nye and Abiah Haskell. Other teachers in later years were Messrs. Ward, Quimby, Pike, Zabdiel Sampson, and Lewis Bartlett.

Public and religious meetings were held in this building, and it proved a certain centre for public functions. In the Bristol Gazette of 1815, a military company was advised by advertisement to meet for drill in front of the Academy.

The Academy, which was first called the New Bedford Academy, cared for pupils of both sexes.



ROGERS SCHOOL ANNEX

Lewis Bartlett afterward opened a private school on Spring street, which was well attended and provided a good grammar school education.

About 1840 a young ladies' boarding school which also admitted young children of both sexes was opened by the Rev. William Gould, and was very well patronized by Fairhaven and New Bedford people. This proved a very popular school for a number of years, many of the pupils of the school still living in the vicinity. A school for young children was successfully carried on for many years by Miss Mary Stoddard in the building on Washington street, directly across from the house of the Protecting Society.

In the 70's a good private school was taught by Frederick Hitch. Other schools were opened and had varying success, until the character of the public schools was so well established that the need for private schools no longer existed.

At a meeting of the School Committee on Nov. 1, 1851, it was voted that the High School commence its first term, Jan. 26, 1852.

The building now occupied as a High School was originally used as a Methodist Church, and was refitted and adapted to school purposes at an expense of about \$4500.

Mr. M. L. Montague was transferred from the Centre St. Grammar School and made principal of the new High School at a salary of \$80 per month. Miss Angeline B. King and Miss Hannah A. Bryant were elected assistants.

The conditions for entrance were stated by the Committee as follows: "A good knowledge of arithmetic through simple interest, English, Grammar in parsing, Geography sufficient to be familiar with maps, reading and spelling."

Out of 95 applicants, 70 were admitted, and the High School was launched. From the first it proved a success, and the courses as planned, compared very favorably with the course of similar institutions anywhere in New England. Text books

at that time were crude and dry, technical and unattractive as compared with books in use in our schools today, but they were solid and substantial, and though we might justly criticise the wisdom of analyzing Milton for Grammatical Construction, and rather question the capacity of High School pupils to profit much from Watts "On the mind," yet the pupils seemed to thrive on the diet and the school prospered.

The School Committee still showed an intelligent interest in details of school work, and we come across such phrases as this in the yearly reports. "The parsing by the first, second, and third classes in Milton 'was very correct.'" "Concerning one school visited the writing was not much to boast of."

A familiar complaint which has been echoed by every committee for over fifty years as though permanently recorded on a phonograph cylinder, read to turn on in each succeeding report, appears in the report of 1852-3. "Your Committee are gratified (later Committees were not so grateful) with the knowledge that Miss Walker's services are eagerly sought after by other School Committees with increased compensation."

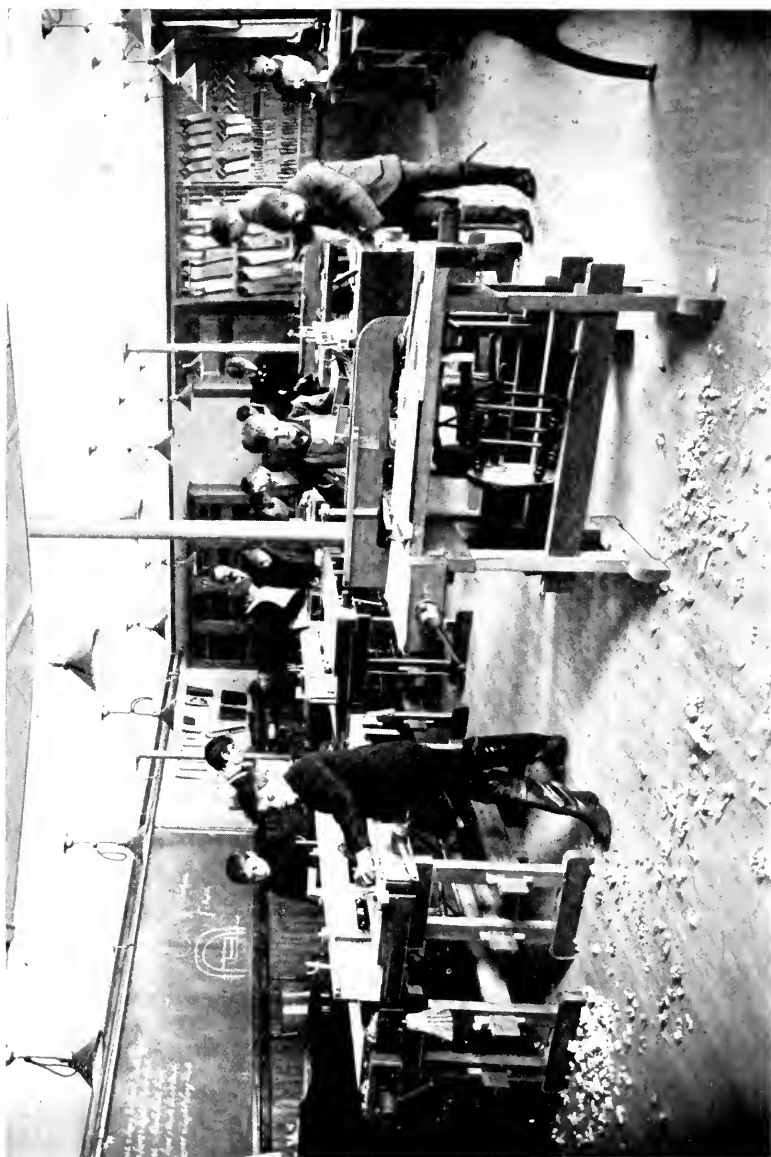
The next year the Committee urged the employment of an agent "whose business it shall be to attend to the intellectual welfare" of the school children. "Such an individual will be considered as indispensable for the intellectual health as the physician is for the corporeal." Of one teacher whom many will remember it was said "Miss Dean (Lois) is one of the most energetic and efficient teachers we have ever seen."

Among many good teachers in the schools of the town at this time, Mrs. Margaret Fairfield, who taught for many years in the Centre St. School, was highly commended in the reports of the Committee.

They who recently listened to the eloquent Decoration Day address of Col. Geo. L. Montague, will be interested to know that District No. 15 was taught by him successfully one Winter.



COOKING SCHOOL ROOM ROGERS SCHOOL ANNEX



MANUAL TRAINING SCHOOL—ROGERS SCHOOL ANNEX

Mr. J. P. Allison succeeded to the principal's duties at the High School in 1854.

The first two graduates of the school to enter college were John D. Taber and Isaac Delano, who entered Middletown and Yale respectively.

That the standard of admission to the school was to be kept up is evinced by two facts: The Committee were constantly urging the raising of the requirements, and out of 35 who applied in Oct. of one year soon after the school was established, only 19 were admitted. The successive principals of the High School from its institution in 1852 to the present time are as follows: M. L. Montague, 1852; J. P. Allison, 1854; Geo. E. Thatcher, 1855; C. P. Rugg, 1857; Albert Hale, 1861; D. A. Caldwell, 1865; H. Winslow Warren, 1865; M. R. Chase, 1866; E. Whipple, 1866; C. C. Woodman, 1867; A. Sanford, 1869; D. A. Caldwell, 1870; H. C. Crane, 1870; G. A. Nichols, 1871; Vincent Moses, 1874; D. A. Caldwell, 1874; G. H. Tripp, 1879; L. R. Wentworth, 1881; F. W. Elliott, 1884; Z. W. Kemp, 1885; L. B. Varney, 1889; H. H. Tucker, 1890; E. L. Chapman, 1891; H. L. Freeman, 1894; E. B. Gray, 1896; E. A. Hafford, 1897; W. A. Charles, 1899.

The schools of Fairhaven received a fresh inspiration and all educational interests were quickened into new and lasting activities by the erection in 1885 of the Rogers School building, a gift to the town of his birth by Mr. Henry H. Rogers.

In place of the old red schoolhouse of the 40's described in the opening pages of this paper, the town's children now had an opportunity to enjoy the best of everything that should tend to make the scholars' life pleasant and helpful. Large, well heated rooms; attractive grounds; blackboards, the great desiderata of the former committeemen, lining every wall; airy corridors; pictures on the walls, in place of the children's clothing hung over broken plaster. The children were naturally impressed by their pleasant surroundings, and it is a fact that the words of the donor

of the building, asking the children to respect the building and see that no defacement of its walls should mar its beauty and usefulness, have been scrupulously observed, and I doubt if a school building in Massachusetts shows fewer evidences of malicious or thoughtless injury at the hands of its pupils.

The Rogers School was opened in the Fall of 1885.

The town rose to the occasion and in 1886 voted to employ a Superintendent of Schools who should be principal of the High School. Mr. Z. W. Kemp first occupied this position, followed by successive principals of the High School till 1897, when by a union with Mattapoisett and Acushnet a District Superintendent was elected. Mr. E. B. Gray held this position till 1901 when he was succeeded by Mr. F. M. Marsh, our present Superintendent.

The enormous influence for good exerted by the Rogers School and by the election of a Superintendent of Schools, can hardly be appreciated except by a close observer of school affairs, so constant and so steady has been the improvement, and so ready are we as a community to accept civic improvements as a matter of course.

But every visitor and new comer to our town, especially if he was ever a resident of this locality in early times, notes and marvels at the improvements.

To enumerate a few of the improvements in the educational facilities now offered to the youth of the town, will perhaps fittingly illustrate the results which have been accomplished since the Rogers School was opened.

Music was introduced as a regular study in 1891 with Miss Jennie H. Tripp as the first teacher, followed by Miss Tucker and later by Miss Trowbridge.

The Fairhaven High School Association was formed in 1894, a society which aims to keep alive interest in the High School and serves as a centre around which cluster the traditions and

memories of old school days, and from which radiate present day activities looking towards the improvement of the school.

The first work of this Society was expended on the lawn of the High School.

Mr. Rogers has been President of the organization since its formation.

A delightful observance was held of the fortieth anniversary of the founding of the High School on January 26, 1892, when exercises were held at the High School, and a banquet, tendered by the President to the members of the Association, was given at the Rogers School in the evening.

The celebration of the fiftieth anniversary on January 26, 1902, was still more elaborate and covered two days of appropriate and impressive services, including services in the church, mock session of school in the Town Hall, exercises at the schoolhouse, and a banquet at the Town Hall in the evening. Over 500 former members of the school attended the various exercises.

Prizes for excellence in English composition are now annually awarded by the High School Alumni Association, and in all ways they endeavor to keep alive interest in the old school.

The Educational Art Club was organized for the purpose of adorning the walls of the school rooms with appropriate works of art, which would help to cultivate a side of the child's nature not reached by text-books.

By various entertainments, this society has raised about \$800, which has been used with the purpose stated above, and every school room in town has at least two pictures or casts, with properly tinted walls for a surface background. Some of the rooms have had \$100 expended by the Society in decoration and the results have been uniformly gratifying.

Drawing was introduced into the schools as a regular study in 1900. Miss Grace Covell was the first instructor followed by Miss Ethel Brown, the present teacher.

The Oxford Schoolhouse was erected in 1896 by the town,

and is an excellent school building, well arranged and commodious.

Typewriting and stenography, in connection with a commercial course of study, was introduced into the High School in 1900. Sewing was introduced in 1901.

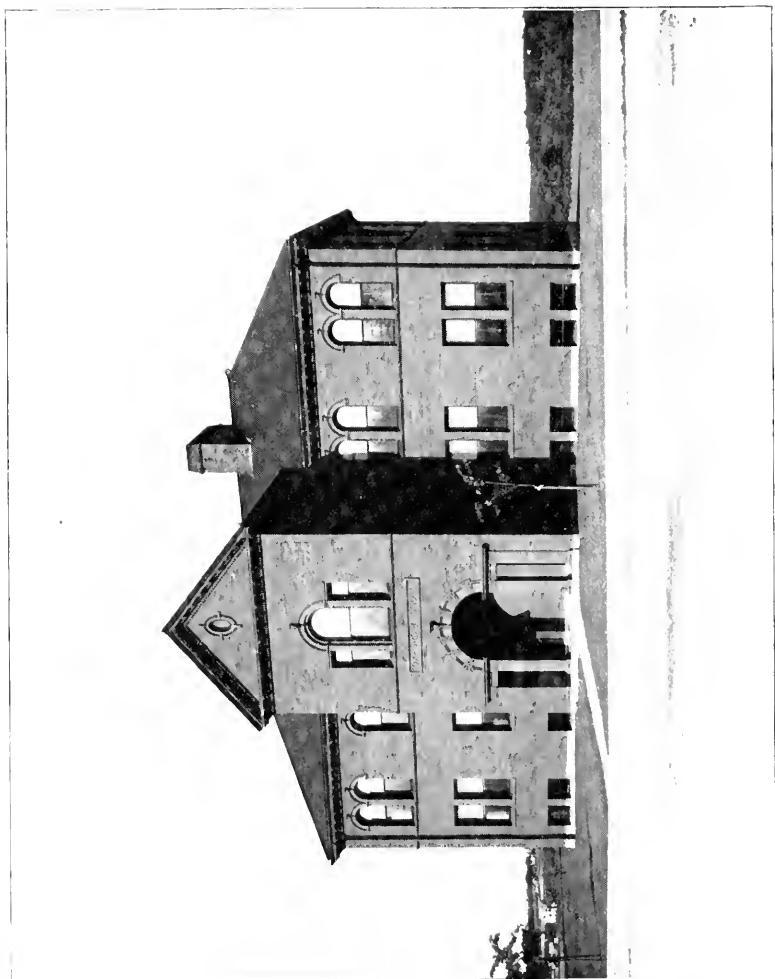
A notable exhibition of the school work of all grades was given in the Spring of 1901, and created great interest.

Through the liberality of a friend of the schools in providing for their installation and maintenance, manual training and cooking were put into the school course in the Fall of 1902, and have proved extremely satisfactory, thus rounding out the course of studies, giving the youth of the town an opportunity for a practical education offered by few towns in the country.

For more than ten years the children from Sconticut Neck have been transported to the Rogers School, and recently the pupils from certain grades at Oxford and from the schools in the east part of the town have been brought to the same school, giving them the same advantages as the children of the village. The experiment has proved successful; they enjoy much greater educational advantages than it would be possible to give them in their several localities. They have a matron to supervise the younger children during the noon intermission, and everything possible is done to make their school life happy and profitable.

The Pease fund was established by the will of Abner Pease who left certain real estate and \$5000 in personal property to provide for the education of the children living in the section of the town lying between the mill pond and the river and commonly designated as the Pease District. The income was used for this purpose and was of material aid in maintaining the school in this district, till the completion of the Rogers school made it advisable to close the school in this locality, and give the children the advantages of a graded school.

By a decision of the Court, the income of the Pease fund is used for procuring apparatus, supplementary reading, etc.,



NEW OXFORD SCHOOL - NORTH MAIN STREET

and is very helpful in adding to the school income, and allowing the committee to buy extra supplies for the needs of the schools. This division of the Pease fund has proved to be an advantage not only to the schools of the town in general, but indirectly extremely beneficial to the children of the Pease district since it has opened up to them the greater educational facilities which the Rogers school offers.

We have given credit above to certain faithful and broad-minded citizens who have in past years served the town with discretion and zeal as members of its school committee. A notable instance of such devotion to duty is to be found today in the person of Job C. Tripp who has been closely identified with the schools of Fairhaven for fifty years. Though not always upon the committee, yet his interest has never wavered; he has seen the progress of the schools from the district school of 1850 to the modern school of 1903; he has watched with interest and helped with valuable advice, and none more enthusiastic than he at the present high standard of our schools.

Among the distinct educational agencies of any community are the libraries which more and more are helping to supplement the training and education of the schools. In Fairhaven the district school libraries referred to above were in general use in the schools, while even as early as 1800 there was a circulating library well patronized. The Fairhaven Library Association incorporated in 1860, with Dr. George Atwood as President who held the position during the nearly forty years of its existence, was well patronized and provided a good collection of well chosen books for the subscribers. For many years Mr. Warren Delano contributed toward its support, and it was able by rigid economy to exist as a useful and dignified element in the culture of the community till its career was ended with the establishment of the Millicent Library. In 1884, the Thalia club was formed, a society which produced dramatic performances with the purpose of aiding the Fairhaven Library Association, with the ultimate

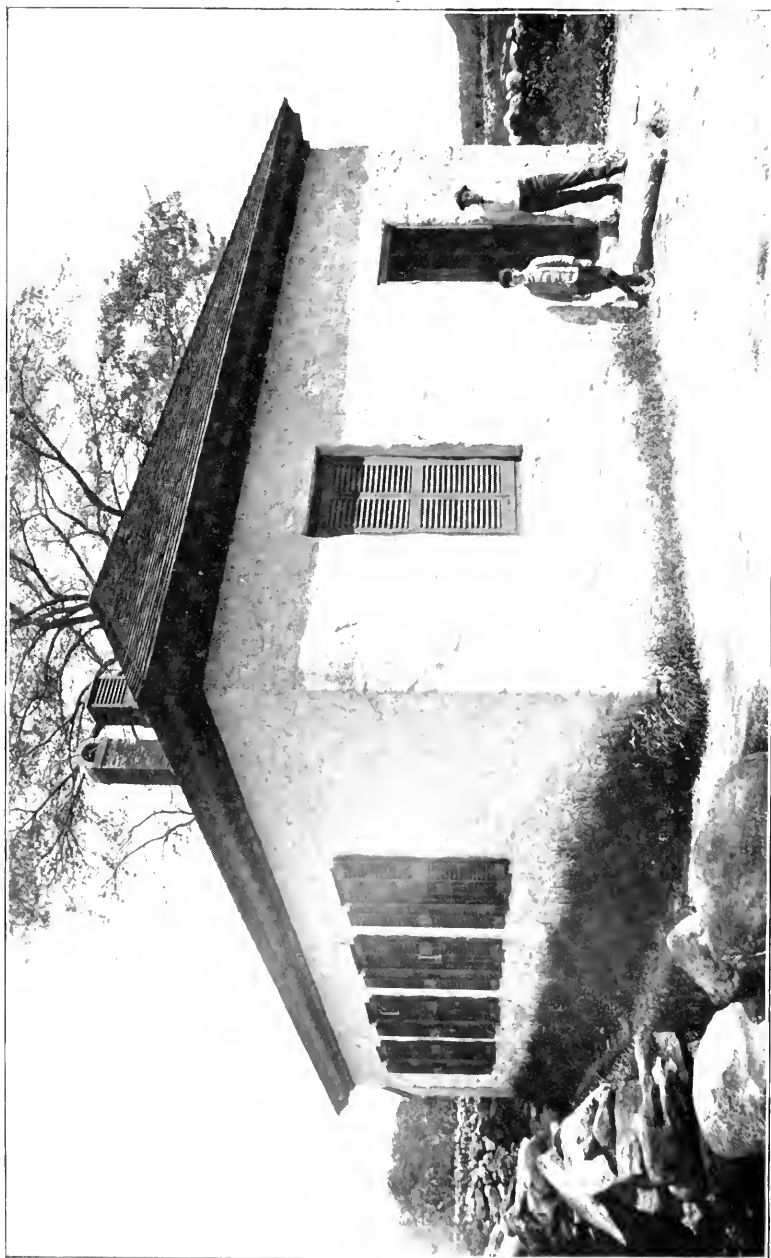
purpose of starting a building fund for a town library. It rendered timely assistance to the cause it favored, and its career though brief was not inglorious.

In 1891 the corner stone of the Millicent Library was laid, a building which was planned as a memorial to Millicent Gifford Rogers, and given to the town by the children of Mr. H. H. Rogers, who has generously provided it with an ample endowment for its perpetual support. The Millicent Library was dedicated with appropriate ceremony on January 30, 1893, and at once commenced a work of phenomenal activity and success. Enshrined in a beautiful building admirably adapted for library purposes, managed on an extremely liberal plan, the library has been of great value to Fairhaven, to its citizens, and to its institutions. Open every day in the year, with its privileges extended freely to neighboring communities as well as to the town itself, it has circulated more books per capita than any library in the country. It has granted special privileges to school teachers and has catered to the proper wants of school children, and its influence for good has been and is far reaching and eminent. The first librarian was Mr. Don C. Stevens, succeeded in 1901 by Mr. Drew B. Hall, the present librarian.

In closing this brief account of the history of the town's educational agencies, it is fair to say that never has the outlook for the schools been so good as it is now. With good buildings well equipped, with faithful teachers interested in their work, with the general interest more and more displayed by parents in the work of the schools, with liberal appropriations readily granted by the citizens for the furtherance of school work on broad and progressive lines, the schools of Fairhaven reflect credit upon the town and give promise of providing that *opportunity*, which should be the heritage of every youth of America.



FAIRHAVEN SCHOOL DEPARTMENT BARGE 1903



OLD OXFORD SCHOOL — NORTH STREET

LIBRARY OF CONGRESS



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